

REPORT AND CORRESPONDENCE

OF THE

OTTAWA IMPROVEMENT COMMISSION

RELATING TO THE

IMPROVEMENT AND BEAUTIFYING

OF

OTTAWA

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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RETURN

(51a)

TO AN ORDER OF THE HOUSE OF COMMONS, dated the 10th January, 1912, for a copy of all petitions or memoranda presented to the Government, respecting work done or to be done for the improvement and beautifying of Ottawa.

W. J. ROCHE,
Secretary of State.

OTTAWA, 1st February, 1912.

OTTAWA, November 24, 1911.

Hon. R. L. BORDEN, Premier,
House of Commons,
Ottawa.

This deputation which has the honour of waiting upon you to-day is composed of members of the Royal Architectural Institute of Canada. This body has recently consolidated with itself the various Provincial Associations of Architects and, therefore, on behalf of the Architects of Canada, take this opportunity of congratulating you and the members of your Government on your accession to office.

The wish of this deputation is to impress upon you and your Government the fact that for a considerable time past there has been a growing desire throughout the country, that in the civic improvements of Ottawa, the greatest forethought and care should be taken.

In evidence of this we herewith present resolutions passed by the following bodies:—

1. A resolution passed on October 4, 1911, by the Royal Architectural Institute of Canada at its Annual Meeting in Montreal relative to the appointment of an honorary technical commission to report on improvements to Ottawa.
2. A resolution passed on October 4, 1911, by the Royal Architectural Institute of Canada at its Annual Meeting in Montreal, relative to the matter of site and design for new Departmental buildings.
3. A resolution passed by the Ontario Association of Architects at its Annual Meeting in Ottawa on September 13, 1911, relative to the development of the City of Ottawa.
4. Quotations from *Hansard* in 1905, 1906, 1907, and 1909, relative to the designs for Departmental buildings.
5. Addresses and resolutions from the Royal Architectural Institute of Canada, The Quebec Association of Architects, The Ontario Association of Archi-

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itects, The Manitoba Association of Architects, and the Alberta Associations of Architects, relative to the designs for Departmental buildings, and public buildings.

6. A copy of the Gage Act taken from the United States Statutes, relative to the adoption by the United States of a policy whereby architects in private practice selected by competition or otherwise, are employed to design and supervise the erection of public buildings.

Ottawa, the Capital City, gifted with a magnificent natural site and an abundant water power has an undoubted future. Now on the threshold of its metropolitan life it would be wise not to leave to haphazard, changes that have become a pressing necessity. The difficulty of finding a decisive site for the new public buildings, the question of a proper entrance into the city of the railways which are constantly increasing in number, the proper development of the park system, and what is equally obvious and even more difficult of solution, the need of future amendments to the street system of the city itself, all point to the necessity of careful consideration of the matter.

Therefore, this deputation in pursuance of the resolutions already mentioned, beg to urge upon you and your Government that an honorary technical commission, not exceeding five in number, be commissioned by your Government and provided with the requisite means to report on an adequate plan for the future civic improvements of Ottawa on the broadest possible lines commensurate with its position as the capital of the Dominion and its commercial importance.

In the question of the designing of Dominion Government buildings and particularly in regard to the projected departmental building, the deputation beg leave to submit the resolutions which we submitted to the Government in January, 1910, and urge the adoption of the principle.

As a precedent for these suggestions we may point to similar action which has been taken by the Imperial and American Governments, advised by their Institutes of Architects, in the adoption of their recommendations by these governments and the magnificent result obtained therefrom in Washington and in English cities.

The continent of Europe also furnishes innumerable examples of the beneficial results of careful planning by the people collectively and individually, and their enjoyment of living in wholesome and artistic surroundings.

Further and more particular information on the subject we attach to the resolutions, including the Gage Act under which private architects have been employed with such satisfactory results in the erection of the public buildings in the United States.

We are satisfied that this is a physiological moment for action in the economic and artistic progress of our capital, and hope your Government will give this more than passing consideration.

F. S. BAKER,

President.

J. A. VENN,

Hon. Secretary.

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RESOLUTION OF THE ROYAL ARCHITECTURAL INSTITUTE OF CANADA,
AT THEIR ANNUAL MEETING IN MONTREAL, OCTOBER 4, 1911.

Moved by H. B. GORDON, of Toronto, Seconded by J. H. G. RUSSELL, of Winnipeg:

WHEREAS the Federal Government of Canada has for some years been contributing a considerable amount of money with the laudable intention of beautifying the City of Ottawa and its environs.

AND WHEREAS this work has been carried out without any comprehensive study or plan of the whole possible scheme of improvement.

AND WHEREAS many things have been done which are unsuitable and inadequate and will require change.

The Royal Architectural Institute of Canada in their Annual Convention assembled, respectfully petition the Federal Government of Canada to appoint an advisory commission of not more than five persons, all of whom have artistic or technical knowledge directly valuable to the evolution of a general scheme of improvement. Such gentlemen to serve without remuneration (their travelling expenses only being reimbursed). This Commission to have authority to employ such technical help as may be necessary for the amplification of their ideas and the preparation of the necessary drawings. Also to consult specialists in regard to the feasibility and desirability of carrying out any or all parts of their proposed scheme. And that the Federal Government be asked to assume the expense of such Commission as above outlined.

Also that the Federal Government be respectfully solicited to exercise their good offices in securing the co-operation of the authorities of the City of Ottawa and the present Ottawa Improvement Commission in the carrying out of the suggestions of the proposed advisory commission.

RESOLUTION OF THE ROYAL ARCHITECTURAL INSTITUTE OF CANADA,
AT THEIR ANNUAL MEETING IN MONTREAL, OCTOBER 4, 1911.

Moved by ALCIDE CHAUSSE, of Montreal, Seconded by J. W. H. WATTS, of Ottawa:

That the Council be instructed to approach the Federal Government with a view of having the matter of departmental buildings about to be erected re-considered with reference to site and designs.—Carried unanimously.

RESOLUTION OF THE ONTARIO ASSOCIATION OF ARCHITECTS AT
THEIR ANNUAL MEETING IN OTTAWA, SEPTEMBER 13, 1911.

Resolved, That the Ontario Association of Architects in congress assembled, desires to express its appreciation of that fact that measures are being taken to materially add to the dignity and beauty of Ottawa as the capital city and further that the association respectfully suggests that the time has arrived for a broader outlook on the situation with a view to providing for the necessities of the future both governmental and civic. Further, in view of the criticisms of certain eminent landscape architects and town-planners who have studied the question recently, it is very necessary that some system should be adopted for the co-ordination of the several works in progress and for planning of future works as part of harmonious whole.

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The association, after a careful inspection of the work that has already been executed, feels that much which has been done, will have to be undone, as it neither meets the demands of the situation in design or execution. The association would respectfully point out that in many cases the fundamental principles of the disposition of masses and of consideration for natural features, have given place to a striving after-effect by over-elaboration of detail and the use of a quantity of meretricious ornament quite devoid of artistic quality.

Having regard to these facts, the association would respectfully urge upon the Government, the appointment of an advisory commission of architects (nominated by the Council of the Royal Architectural Institute) which would study the question from all points of view and particularly in regard to future needs. The association would point out the success which attended the appointment of such a commission at Washington, D.C. If the dignity of Ottawa as a capital city is to be preserved to posterity, it is incumbent that a wise disposition of streets, departmental and civic buildings be made now. The greatest heritage that can be handed down to future Ottawa is a well planned city.

January 17, 1910.

STATEMENT OF DELEGATION WITH QUOTATIONS FROM HANSARD.

To the Honourable,
The Minister of Public Works,
Ottawa, Ont.

In opening the statement of our case we beg to quote briefly from the Hansard report of the proceedings of the Dominion Parliament as follows:—

On July 14, 1905, the then Minister of Public Works, Mr. Hyman, said,

If I have the carrying out of the work I intend to erect a modern building with modern offices and not, as in the present buildings, where the clerks have small rooms. I think we should adopt the most modern methods in the erection of the new buildings.

On June 30, 1906, he said;

What I have in my mind, what I intend to bring before my colleagues and what I hope will receive their assent is that when we have surveyed the land we shall ask every architect in Canada to submit plans and to offer a premium or prize for what we may consider the first, second or third plans submitted. I do not propose taking upon myself the responsibility of making the decision. My own idea is to call upon the presidents of the Architect's Associations in Ontario and Quebec to join with the Department in deciding upon these plans. I have not decided as to the amount which it would be necessary to give in the way of a prize or reward for these plans, but that is the idea that I have in my own mind and I hope in that way to get the best ideas that we can get from any Canadian architect.

On February 22, 1907, we extract the following debate:—

Mr. FISHER (Acting Minister of Public Works).—An invitation has been issued to the architects of Canada to take part in the competition for plans for

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the building or buildings to occupy this site. One will be a Departmental building north of the Lindsay block and the other a building for the Justice Department and the courts between St. Patrick street and the Mint. I have here a little book which has been issued to the architects giving the rules under which the competition is to be carried on. The plans are to include not only the buildings but the laying out of the properties. Under the rules, competing plans must be sent into the department in time to be opened for examination by the 1st of July.

Mr. ARMSTRONG.—Will members of the House have an opportunity to look at these plans before the buildings are contracted for?

Mr. FISHER.—Yes, I may say that the government does not pledge itself to accept any of those plans. It invites competition, and there is a committee of three architects who will award the prizes, namely, the President of the Architects' Association of Ontario, the President of the Architects' Association of Quebec, and the Departmental architect. The Government Department owns the plans as soon as they are sent in, and can do what it pleases with them.

Mr. ARMSTRONG.—I am glad to know that the Government have adopted the plan of calling in the assistance of eminent architects. We have a beautiful city, it is going to be the Washington of the North, and we cannot take too much care with reference to the public buildings we are putting up.

On November 26, 1909, we extract the following:—

Mr. FOSTER.—It would not be too much trouble to have the plans that have been accepted hung in the Railway Committee room for the information of members?

The HON. MINISTER OF PUBLIC WORKS.—These buildings are not being constructed upon any plan accepted from outside. The plans on which it is proposed to proceed with construction are prepared by the Chief Architect of the Department. We could have these brought in.

Mr. CROCKET.—Does the minister say that the plans are completed?

The MINISTER.—They are well on toward completion.

So far as we are aware this statement of Nov. 26, 1909, is the first information given the public that the preparation of plans for the Departmental buildings had been entrusted to the employees of the Department of Public Works.

The first seven clauses of the petition of the Royal Architectural Institute of Canada, an organization covering the entire Dominion, and embracing in its membership some of the best men in the profession from Halifax to Victoria, has this to say. (See pages 14, 15 and 16).

The Quebec Association of Architects, makes protest and quotes resolutions of the Quebec and Ontario Associations of Architects passed in January, 1907, about the time of the publication of the terms of the competition. (See pages 17, 18 and 19).

It was the assurance of these special delegates, Messrs. E. Darling and Prof. Nobbs, which we had from their own lips, which included many of the competitors to enter the competition, Mr. Darling himself entering.

The Ontario Association of Architects enters a protest, and presents considerations supporting the protest.

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The Manitoba Association of Architects presents a strong plea for government aid in architectural work.

The Alberta Association of Architects, voices the general desire that important buildings be entrusted to the profession, recognizing at the same time the need for a Government architect.

We append a copy of the United States Act (Chap. 146 U.S. Statutes at Large, Vol. 27) authorizing the Secretary of the Treasury to obtain plans and specifications for public buildings to be erected under the supervision of the Treasury Department and approved February 20, 1893. (No less than 17 years ago).

The regulations for the enforcement of the Act first of all cover provisions for obtaining competitive designs and very much after the type of the conditions used in the competition for Departmental buildings, and then go on to state that the architect receiving the first award will be employed to complete the working drawings and exercise the usual supervision of a fee of 5% on all sums up to \$500,000; beyond this scale of fees a descending ratio prevails as the cost ascends.

The usual stipulation is inserted permitting the Department to refuse to give the work to a competitor, a safeguard in the event of incompetency.

An important provision is embodied in clause 16, stipulating that the architect to whom the commission is awarded shall revise his competitive drawings to meet the further requirements of the Secretary of the Treasury.

This is well understood, even if unwritten law, in the case of competitions, and the competitors for the buildings in question would doubtless be only too glad to make such changes in their plans as might be proved necessary in the working out of the scheme of housing the employees of the Government.

It will be observed that the petitions of all four provincial associations emphasize the fact that the giving of important architectural work to the architects is the rule in all the countries of the world where art is encouraged, and including the United States, Great Britain, Germany, France, Austria, Italy, &c.

These petitions represent the deliberate, unbiassed opinion of the men best qualified to pronounce upon the subject at issue, the men who are seized with a great desire for the raising of the character of the architectural creations of the country, the men who see, as can no layman, our comparative crudities, the men who know what other countries have done, and who have seen and appreciated the great advance which such methods have made possible in those countries. Similar representations, with the same Dominion-wide unanimity, by any body of men in commercial life concerning *their* needs would, we are sure, have quick and hearty response from the Government.

We are decades behind the times, architecturally speaking, and while men of letters, artists and sculptors, have been lauded to the skies, the architects, whose profession ranks even higher than some of those mentioned, are left without encouragement.

When the competition for these buildings was inaugurated in 1907 we hoped a new day for architects had dawned and that we would receive the consideration by

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Government which the country and the profession so much need, and surely we are not now to suffer disappointment.

An adverse decision on the part of the Government would set back the hand of progress, and the present generation of architects would be a unit against entering any future Government architectural competitions unless fairer treatment were assured.

We beg also to call your attention to the fact that the following resolutions was passed at the convention of our institute in August, 1907, and soon after forwarded to the Government:—

‘Resolved by the Institute of Architects of Canada in congress assembled that we respectfully bring before the Government of the Dominion the advisability of the appointment of a commission of architects who shall advise with the government upon all architectural matters in connection with the public buildings and monuments in the Dominion.’

If an architectural commission of this kind were in existence it would serve to keep the minister and the country in touch with modern ideas and methods, and would remove a load of responsibility from the shoulders of the Government who cannot, with the multiplicity of problems to be considered, give that sympathetic and intelligent consideration which such a subject so absolutely demands.

A commission of architects of high standing would be glad to serve without fee or reward.

We feel certain that the public will support a broad and liberal action by the Government if such action is rightly and sympathetically explained.

Therefore, we now beg to insist most respectfully upon your favourable decision and can accept no other answer than one in favor of our petitions.

Respectfully submitted.

THE ROYAL ARCHITECTURAL INSTITUTE OF CANADA.

December 30, 1909.

To the Honourable,

The Minister of Public Works,
Ottawa.

DEAR SIR,—The President and Council of the Royal Architectural Institute of Canada, a body incorporated under a Dominion Charter, with a membership of more than 250 architects, have the honor to present the following for your consideration:—

1. In the year 1907, the Government, through the Public Works Department, arranged a competition open to the architects of Canada, for designs and preliminary information in connection with the erection of extensive departmental buildings for the Dominion of Canada on Major's Hill park, at Ottawa.

2. The competition was conducted in due course, and large sums of money were spent by a great number of architects in preparing designs and the accompanying information, some of which were submitted to the department, and some of which were never fully completed or submitted. This work represented the professional brains of the architects of the country.

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3. The assessors appointed finally made the awards as required by the conditions and the design of a Canadian architect of high standing was placed first, and its author awarded the first prize. No fault was found with this decision by the architects of the country who generally approved of the design which was considered suitable to form the basis of the finished design of the buildings when worked out by the author. Every architect presumed that the winner of the competition would be requested to prepare the working drawings and supervise the erection of the structure. An architect in submitting preliminary designs for a building exposes the best efforts of his brains and produces the real design for the scheme.

4. It is now stated that the government is having its own Department of Architecture prepare a totally different design for the buildings, and this body wishes to urge upon the government the harmful effect which this policy must have if carried out, in connection with this or any other public building for which a competition has been held. As a representative body of the art of architecture throughout the entire Dominion, the Royal Institute asks that in this and in all other similar cases, the winner of the competition be entrusted with the carrying out of his design, and submits that the best results will be obtained by retaining the author of the design to carry the work through to completion, thus giving the government the assurance that an artistic excellence will characterize every detail of the building, and that every alteration or amendment of the original scheme which may be made to meet the requirements of the department shall be made to harmonize with the whole design.

5. Nor should the department be called upon to carry out the designs submitted by the architect for the reason that in addition to the commission which accrues to him upon a building which he designs, there is also a professional kudos, which means very much to an architect who devotes energetic study over a long period, and who, as a rule, is given an opportunity to carry out very few large structures during his career. Thus, it will be seen that if the government should take the designs prepared by the winner of this competition and simply develop them mechanically and upon this construct a building, the winner would be deprived of the real value of his work; the country would lose the carrying out of a design by an acknowledged artist, and the building would lose the individuality essential to its artistic character.

6. The art of architecture throughout the Dominion as well as the sister arts, would be very much encouraged, if the winning author were allowed to complete his work. The small amount, if any, which the country would save through having the department do this work and we submit create this injustice, would be of no moment to the country. Any government must have regard to the light in which its actions are viewed, if its country is to occupy an honourable position in the world.

7. No disparagement is cast by this upon the Architectural Department of the government, and we trust that the force of our reasoning may be given full consideration in the interests of the architectural profession throughout the Dominion, which we are able to assure you requires all the support which the government can give it, if Canadian architecture is to rise to a standard which will make it agreeably prominent in the history of the world.

8. We beg, also to call your attention to the fact that the following resolution was passed at the convention of our institute in August, 1907, and soon after forwarded to the government:

‘Resolved by the Institute of Architects of Canada in congress assembled that we respectfully bring before the Government of the Dominion the advis-

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ability of the appointment of a Commission of Architects who shall advise the Government upon all architectural matters in connection with the public buildings and monuments in the Dominion.'

In asking for this commission, we beg to remind you that a similar commission in connection with paintings, statuary, &c., is now in existence, having been appointed on the advice of the Royal Canadian Academy.

Yours very respectfully,

(Sgd.) A. F. DUNLOP,
President.

(Sgd.) ALCIDE CHAUSSE,
Hon. Secretary.

QUEBEC ASSOCIATION OF ARCHITECTS.

MONTREAL, January 4, 1910.

To the Honourable

The Minister of Public Works,
Ottawa, Ont.

DEAR SIR,—It having come to the knowledge of the Province of Quebec Association that the Federal Parliament have passed an appropriation for the erection of additional departmental buildings in Major's Hill Park, Ottawa, and that it is the intention of the Government to erect these buildings from plans prepared by the Chief Government Architect, it is hereby resolved that inasmuch as these are the buildings for which a competition was held and a unanimous judgment rendered in June, 1907, by the experts appointed by the Government to assess these designs, this Association hereby respectively protests against the action of the Government in not entrusting the designing and supervision of the building to the architects who won the competition.

The Association takes exception to the action of the Government because it violates the principle of architects sharing in the design and erection of public buildings and monuments, and is in distinct opposition to the precedent existing in countries such as France, Great Britain, the United States and Germany, &c., where for all important works the services of eminent practitioners are made use of, either by competition or invitation. It is the action of this principle that has given the world its greatest architectural achievements.

The following motions passed by the Province of Quebec Association of Architects and the Ontario Association of Architects unanimously in general meetings bearing on this matter were presented to the Acting Minister of Public Works by a delegation which was sympathetically received by him:—

Resolved, 'The Council of the Province of Quebec Association of Architects are of the unanimous opinion that a grave injury to public interest would result from any attempt to carry out buildings of such important character by the methods reported in the Press as contemplated by the Government, viz.:—that the Government Architect should design and carry out the works on lines suggested in the four winning competitive schemes, and we are convinced that good Architecture cannot be produced

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by such method of procedure. From the professional point of view such a proposal is extremely unfair. The main principle of professional usage on which our code is based in regard to competitions is, that:—The author of the design placed first should carry out the work. In this particular case we hold most strongly that the Government Architect should be associated with the winner as joint Architects on a percentage basis, as is done in other countries where large Government work is in question.'

Resolved, 'This Convention of the Ontario Association of Architects desires to express their appreciation of the intention of the Dominion Government to encourage Canadian Architecture by means of a competition among Canadian Architects for the new Government buildings in Ottawa. At the same time it desires most respectfully to state that the intention to secure the best Canadian talent in the designing of these buildings is likely to prove abortive by reason of the lack of any assurance that the successful competitor will be employed to carry out his design. The ordinary logical outcome of any competition is to employ the successful firm to complete the design in all its details and superintend its erection; and without some assurance that such a course is to be followed in the present case we feel sure that the best men in the profession in Canada, the very men who are desired in the competition will not compete. We deem it essential to the successful carrying out of any designs that its author be entrusted with the supervision of its execution and it be an instruction to the Council of the Association to confer with the Quebec Association as to the best time and method of bringing this matter to the attention of the Government and to act in the matter as deemed best.'

The competitors whose designs were premiated would not have competed at all but for the assurances of the delegates who waited on the Minister, that they considered that the competition was to be in thorough accord with professional practice.

The Association feels deeply that it is alike in the interest of the public and of the profession that in this case the customary practice be followed with regard to the award of the commission of the work to the winner of the competition and respectfully begs the Government to reconsider their action in the matter.

Yours truly

(Sgd.) T. E. RESTHER,
President.

ONTARIO ASSOCIATION OF ARCHITECTS.

94 KING ST., WEST, TORONTO, January 6, 1910.

The Honourable
The Minister of Public Works,
Ottawa, Ont.

The Ontario Association of Architects having heard that the Department of Public Works at Ottawa is engaged in preparing drawings for the erection of the new Departmental building and the building for the Supreme Court, beg to respectfully enter a protest against this method of proceeding in regard to these buildings, and to present to the Government the following considerations in support of their protest:—

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In 1907 the Government instituted a public competition for a design for these buildings, and appointed assessors to draw up the conditions of competition and to judge the competing designs.

The assessors reported that the design placed first showed talent and capacity such that the Government could safely employ the designer to prepare working drawings for the buildings and supervise their erection.

We beg to suggest that it is for the public interest that this recommendation of the report should be carried out.

The Department of Public Works has not shown in its latest and best recent work capacity for producing designs worthy of this important occasion; when a successful building will do so much to beautify the Capital; and when, on the other hand, a piece of poor design, of such magnitude as these buildings, would detract from the beauty of the existing group of buildings.

It is the custom both in England and the United States to employ architects of distinction for special buildings, either by means of a professional competition or by appointment; and this is the more remarkable in that, in the United States, the Treasury Department of Architecture has been for some years a model of organization under an architect of conspicuous ability.

It is in the erection of buildings for the ordinary necessities of Government—such as the smaller post offices, custom houses, &c.—that a permanent department finds its natural work, and even here, the example of the Winnipeg Post Office shows that on special occasions, a departure from the practice is an advantage. That greater opportunities of a special character should be given to men foremost in the practice and advance of architecture in the country is the decision of experience in all countries.

GEO. W. GOUINLOCK,
President.

WM. R. GREGG,
Registrar.

MANITOBA ASSOCIATION OF ARCHITECTS.

WINNIPEG, January 4, 1910.

To the Honourable,
The Minister of Public Works,
Ottawa.

DEAR SIR,—The President and members of the Manitoba Association of Architects desire to place before you the following resolution passed unanimously at the last regular meeting of the Association:—

That as in our opinion an architectural style characteristic of a country can only be developed when encouraged by the Government and fostered by the nation, and that as it is to the Government that most large undertakings of a monumental nature may be looked for, it can well be understood that without the Government's aid in the most liberal spirit, the growth of the National architecture must be materially retarded. In our opinion, therefore, a great work may be consummated by the Government in placing commissions for its more important work directly in the hands of individuals practising architects, who may from time to time show their ability for handling such work, and in whom full responsibility should be vested, and con-

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fidence developed thereby. It has been observed that the feeling of such responsibility frequently enables the artist to rise above the level of mediocrity, and even at times to obtain greatness.

Information has recently been placed before the members of this Association to the effect that plans for the new Departmental buildings for the Dominion of Canada at Ottawa are now in course of preparation by the staff of the Dominion Government Architect.

In consideration of the national loss that may possibly be sustained by carrying out this important work without obtaining the valuable services of the architect whose skill was shown in the preparation of the original successful design, we express the hope that, even at this late hour, the department may possibly be in a position to consider the advisability of cancelling the present mode of handling this project and adopting a policy which is followed by other countries under similar conditions, *i.e.*, entrusting such monumental work to an architect whose skill and ability is recognized and recommended by a select board of assessors.

We appreciate the fact that to adopt this suggestion may considerably alter the organization which has been developed to handle this large undertaking, but notwithstanding the expenditure that may be entailed, which must necessarily be comparatively small, we consider that the nation must lose one of the greatest opportunities that has arisen in the history of the country for the development of a great work, if this suggestion embodied cannot be acted on.

In submitting this resolution, it is the urgent wish of the members to lay particular stress on the fact that no criticism whatever is hereby offered on the work accomplished by the Architectural Branch of the Public Works Department.

Respectfully submitted,

(Sg'd) W. PERCY OVER,
Honorary Secretary.

EDMONTON, ALBERTA January 4, 1910.

To the Honourable,

The Minister of Public Works,
Ottawa.

DEAR SIR,—The President and Council of the Alberta Association of Architects incorporated in 1906 have the honour to present the following for your consideration:—

1. That we practising architects wish to impress upon your consideration the fact that the best interests of the Dominion can be served by putting to competition all Public buildings in the Dominion, and that the successful architects be employed to carry out the work, as he is the only one able to carry out his own design into which he has put his own individuality.

We do not in any way wish to imply that there is no need for a Government Architect, but that the important work should be given to those from whom the best results can be obtained and this is usually found through competition, which procedure is the usual custom in such countries as Great Britain, the United States, France, Germany and Austria, which countries have found by long experience that this is the method which gives the best results.

Yours respectfully,

(Sgd.) R. PERCY BARNES.
President
H. M. WHIDDINGTON,
Secretary.

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U.S. STATUTES AT LARGE, VOL. 27.

CHAP. 146. An Act authorizing the Secretary of the Treasury to obtain plans and specifications for public buildings to be erected under the supervising of the Treasury Department, and providing for local supervision of the construction of the same.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED, That the Secretary of the Treasury be, and he is hereby, authorized in his discretion to obtain plans, drawings and specifications for the erection of public buildings for the United States, authorized by Congress to be erected under the supervision and direction of the Secretary of the Treasury and the local supervision of the construction thereof by competition among architects under such conditions as he may prescribe and to make payment for the service of the architect whose plan may be selected out of the appropriations for the respective buildings.

PROVIDED, That not less than five architects shall be invited by the said Secretary to compete for the furnishing of such plans and specifications and the supervision of such construction.

AND PROVIDED FURTHER, That the general supervision of the work shall continue in the office of the Supervising Architect of the Treasury Department, the Supervising Architect to be the representative of the Government in all matters connected with the erection and completion of such buildings, the receipt of proposals the award of contracts therefor, and the disbursements of moneys thereunder, and perform all the duties that now pertain to his office, except the preparation of drawings and specifications for such buildings and the local supervision of the construction thereof, said drawings and specifications, however to be subject at all times to modifications and changes relating to plan or arrangement of building and selection of material therefor, as may be directed by the Secretary of the Treasury.

Approved, February 20, 1893.

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REGULATIONS FOR THE ENFORCEMENT OF THE ACT APPROVED FEBRUARY 20, 1893, TO
ENABLE THE SECRETARY OF THE TREASURY TO OBTAIN, BY COMPETITION AMONG
ARCHITECTS, PLANS, DRAWINGS AND SPECIFICATIONS FOR PUBLIC BUILDINGS TO BE
ERECTED UNDER THE SUPERVISION OF THE TREASURY DEPARTMENT.

By virtue of the authority contained in the Act of Congress, approved February 20, 1903, entitled 'An Act authorizing the Secretary of the Treasury to obtain plans and specifications for public buildings to be erected under the supervision of the Treasury Department, and providing for local supervision of the construction of the same,' the Secretary of the Treasury hereby declares his purpose to enforce the said Act with reference to such buildings as may be hereafter selected by him, subject to the following regulations:

1. At least five architects of good professional standing, who are citizens of the United States, shall be invited by the Secretary of the Treasury to submit plans, drawings and specifications in accordance with the conditions set forth in these regulations; and such plans, drawings and specifications shall be passed upon as to merit by the commission herein provided for.

2. A commission shall be appointed by the Secretary of the Treasury, consisting of the Supervising Architect of the Treasury Department and two architects, or experts in the construction of buildings, whose duty it shall be to judge and report to him as to the relative merit of the designs and plans submitted.

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3. The office of the Supervising Architect will furnish full data and information as to cost and general requirements of the buildings placed in competition under these regulations, and the successful architect will be awarded a commission to prepare complete plans, drawings and specification, and to locally supervise the building won in any competition.

4. The architect to whom said commission is awarded will receive in compensation for his full professional services, including local supervision of said building, a fee computed at the rate of five (5) per cent upon all sums up to five hundred thousand dollars (\$500,000), three and one-half (3½) per cent upon the next five hundred thousand dollars (\$500,000), or any part thereof, and two and one-half (2½) per cent upon any excess beyond one million dollars (\$1,000,000). (Since amended).

5. It must be understood that no claim shall be made upon the United States by any unsuccessful competitor for any fee, percentage, or payment whatever, or any expense incident thereto, or growing out of, his participation in this competition.

6. The department agrees to make selection from the designs submitted if, in its opinion, one suitable in all respects as to design, detail, and cost be submitted, but expressly reserves the right to reject any and all plans, designs and specifications submitted, and to reopen the competition if, in the opinion of the committee herein referred to, or of the Secretary of the Treasury, no design suitable in all respects has been submitted.

7. Each competitor must submit with his plans a detailed estimate of the cost.

8. It must be understood that a competitor will forfeit all privileges under these regulations who shall violate any of the conditions governing the competition, or who shall seek in any way, directly or indirectly, to gain advantage by influencing in his favour any of the commission.

9. No member of the commission herein referred to shall have any interest whatever, direct or indirect, in any design submitted in the competition, or any association with, or employment by any of the competitors; and no employee of the Treasury Department shall be allowed to enter the competition herein provided for.

10. Each set of drawings, with its accompanying description, must be securely wrapped and sealed, and addressed to the 'Secretary of the Treasury, Washington, D.C.,' plainly and conspicuously marked with the name of the building under competition, and without any distinguishing mark or device which might disclose the identity of the competitor.

11. There must be enclosed with each set of drawings, &c., a plain white, opaque envelope, within which the competitor will place a card bearing his name and address. The envelope must be securely sealed with a plain wax seal having no impression, legend, device or mark upon it which might disclose the identity of the competitor.

12. Upon opening the packages containing the drawings the commission will number the envelopes containing the name and address of the competitor and will place the same number upon each drawing, plan, specification, &c., submitted by him, and will preserve unopened the envelope containing such name and address until final selection shall be made.

13. The commission shall place out of competition any set of drawings as to which the conditions of these regulations have not been observed, and examine those remaining, giving to each the rank to which, in their judgment, its merit entitles it, and submit their findings to the Secretary of the Treasury.

14. The selection of one of the designs by the Secretary of the Treasury, and its subsequent approval by him, the Postmaster-General, and the Secretary of the Interior, shall be final and conclusive.

15. In the event that the architects to whom the commission is awarded should prove to be an incompetent or improper person, the Secretary of the Treasury expressly

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reserves the right to remove him, to revoke the commission awarded him, and to annul the contract entered into with him, but such architect shall receive equitable compensation for the work properly performed by him up to the time of his removal, to be fixed by the Secretary of the Treasury.

16. The architect to whom the commission is awarded shall revise his competitive drawings to meet the further requirements of the Secretary of the Treasury, and upon the basis of these revised preliminary drawings shall prepare full detailed working drawings and specifications for said building; and shall thereafter, from time to time, make such changes in the plans, drawings, and specifications as may be directed by the Secretary of the Treasury, for which just compensation shall be allowed; but no changes in the plans, drawings, and specifications shall be made without written authority from the Secretary of the Treasury.

17. The architect to whom the contract is awarded shall, at his own cost and expense, when required to do so by the Secretary of the Treasury, make such revision and alterations in the working drawings and specifications of said building as may be necessary to insure its proper construction and completion within the limit of cost as furnished by the office of the Supervising Architect.

18. The sum upon which the architect's commission is to be computed shall be the sum of money expended for the actual construction cost of the building, as ascertained by contracts awarded, not including furniture, gas and electric light fixtures, and electric light plants.

19. The compensation herein stipulated to be paid architect shall be in full payment for his full services, inclusive of all travelling and other expenses.

20. The architect's commission shall be paid as the work progresses, in the following order: One-fifth of fee when preliminary drawings are completed and approved in the manner herein provided; three-tenths of fee when general working drawings and specifications are completed and copies delivered to the Supervising Architect; and balance of percentage monthly, upon the basis of vouchers issued in payment for work performed.

21. Until the actual cost of the building can be determined, the fee of the architect will be based upon the proposed cost of the work as above indicated, and will be paid as instalments of the entire fee, which will be finally based upon the actual construction cost of the building when completed.

22. The department will provide a competent superintendent of construction, whose qualifications will be passed upon by the architect; but the selection must be made from a list of not exceeding six names proposed by the Secretary of the Treasury.

23. The architect is to provide, for the use of the Treasury Department, one set of tracings of all working drawings and to revised competitive drawings, two copies of specifications, and one copy of detailed estimates of cost of entire building; all of which will remain in the custody of the Department, and to be and remain the property of the United States and not of the architect; but such drawings and specifications shall not be used for any other building. And the office of the Supervising Architect will furnish for the use of intending bidders all necessary photographic duplications of plans and copies of the specifications.

24. Upon the award of the contract to the architect all designs of unsuccessful competitors will be returned to them, and no use will be made of any of the drawings not accepted or of any part that may be original, without the consent of the author thereof.

25. Payments upon the work of construction under contract will be made monthly at the rate of ninety (90) per cent of the value of the work actually executed and in place upon vouchers certified by the architect in charge and countersigned by the superintendent of construction representing the United States Government, which will be paid by a disbursing officer appointed by the Secretary of the Treasury.

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26. The Supervising Architect of the Treasury Department will receive the proposals for contracts to be awarded, and shall likewise determine the manner in which the various branches of the work are to be contracted for.

27. All contracts, except of exigency expenditures, shall be properly advertised for thirty (30) days; and shall be awarded by the Supervising Architect, with the approval of the Secretary of the Treasury, to the lowest responsible bidder.

28. All further details necessary properly to carry out these regulations may be arranged by the Supervising Architect, from time to time, provided they do not conflict herewith.

29. The foregoing regulations shall be subject to modification and change at the pleasure of the Secretary of the Treasury.

L. J. GAGE,
Secretary of the Treasury.

OTTAWA, ONT., Oct., 12, 1911.

Hon. R. L. BORDEN, Esq., M.P.,

MY DEAR MR. BORDEN,—After seeing you this morning I received a letter from Mr. Thos. H. Mawson, Hon. A.R.I.B.A., who paid a visit last May to Ottawa and who was deeply impressed with the possibilities here. His letter, I felt would interest you, and I am, therefore, taking the liberty of sending you a copy.

Yours faithfully,

(Sgd.) C. P. MEREDITH.

LONDON, 4th Oct., 1911.

MY DEAR MEREDITH,—I had a charming letter from His Excellency Earl Grey acknowledging my gift of a copy of 'Civic Art' which evidently pleased him very much. He seems quite hopeful that Ottawa will even at the eleventh hour call in an expert to advise on the vast opportunities which your Federal City presents. I am certain that one of the greatest disappointments of his life would be to feel that his influence in the direction of beautifying Ottawa had born no fruit. Personally I fail entirely to see why opportunities so obvious which could be realized by the mere exercise of a forethought have been so long ignored. Most of all, I am disappointed that in Ottawa, as in so many other places experts have not been induced to bend their minds to the salvaging of a delightful proposition. How different in Washington. Here you have a city which is yearly growing more beautiful, and yet I venture to say that the opportunities as to site and surroundings of Ottawa are incomparably greater than those of Washington. If once your citizens become aroused to sense of what Ottawa might and should become, there will be such a shaking of the dry bones of indifference as will surprise you.

Don't lose heart for I am sure an awakening of the Civic Consciousness to the beauty and life it is losing, is coming to Ottawa, as to many a town in the Old Country.

Here unfortunately we not only sadly contemplate the might-have-beens but are daily paying for improvements in enormous sums: money badly needed for other developments. May you be saved from the results of our past follies and short sightedness.

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I hope I may see you at the Lectures in Toronto. I am expecting great things from them, indeed, I feel something of the nature of a pioneer prospecting a new country.

We sail on the 26th and hope to arrive in New York on the 3rd of November. Don't forget that if I can help you on your good work in any way I am at your service. With kind regards,

Yours very truly,

(Sgd.) THOMAS H. MAWSON.

OTTAWA, ONT., October 17, 1911.

DEAR MR. MEREDITH,—Thanks for your letter of the 12th inst., and enclosure from Mr. Thomas H. Mawson which I have read with much interest. At no distant date I hope to discuss fully with you the present unsatisfactory situation and at that interview we can then arrange for a further interview with Mr. Baker and others.

Yours faithfully,

(Sgd.) R. L. BORDEN.

C. P. MEREDITH, Esq.,
126 Sparks Street,
Ottawa, Ont.

NEW YORK, November 15, 1911.

The Honourable R. L. BORDEN.

DEAR SIR,—Since the interview which you so kindly suggested, I have had ample opportunity of following your excellent advice of discussing with Mr. Meredith, the scope and aim of a City plan and Park system for Ottawa, and have now the pleasure of submitting the results of our conferences.

May I first point out that the object of a comprehensive plan should be development of Ottawa without waste and in such a manner as to unmistakably impress the distinctive individuality of a Government City. In this latter respect, the problem is unlike that of any other Canadian city, and yet if this individuality is clearly expressed the incentive given to other cities in the Dominion will be enormous and thus we might eventually hope by your example to see your universal cities as expressive of their academic life as Oxford or Edinburgh, and your Capitol as distinctly governmental as Westminster. So far, no attempt has been made to secure this external presentment.

When lecturing on City planning at the Toronto University last week, the one lament I was constantly hearing was, 'What a pity we did not know these things twenty years ago.' Ottawa cannot use this lament for her population and area is to-day, approximately that of Toronto twenty years ago. Your past attempts at City planning have been feeble in the extreme, and much waste and misdirected energy has resulted, and yet one can truthfully say that the opportunity has not gone by, and that a spacious grasp of the many principles involved, backed by a progressive policy development might still lead to results hitherto undreamt of. I say this advisedly, for no capital which I have studied, presents half the natural advantages of site and environment as does Ottawa.

To assure its acceptance, any scheme which is presented to the public, must first appear to the average man as a good business proposition. Having assured this, we

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can then appeal to his imagination and patriotism. To this end, our plans should give full consideration to public utilities, whether of water or sanitation, transportation whether by rail, water, street car or automobile. Model housing, in which His Excellency H. R. H. the Duke of Connaught told me he is so deeply interested, and those other problems of hygiene, in which your Conservation Committee take so active a lead.

All these are practical questions which are closely related to street planning and must be considered in any plan for city extension.

If these desirable qualities are assured, there would be ample enthusiasm engendered for fine Governmental and Civic buildings, which might be so co-related as to secure the status and dignity of a Capital City. There would also be shown a keenness for a park system, which ought with Ottawa's advantages to rival that of any park scheme on the American continent.

You will see at once that the value of a new city plan will largely depend upon the extent and accuracy of the data available, and I am told that this data is very limited and in many cases quite unreliable. Much of the park system as carried out by the Park Commission has, I am told, been undertaken without system or plan, levels or contours, so there is nothing to insure accurate linkingup, which is absolutely essential. In other and more important directions, plans, worked to are sketchy and incomplete. Therefore the first work of a city planner must be the preparation of a comprehensive survey. No town in Europe would continue to spend money on public works until its survey was proved to be reliable.

Such a Civic survey must take into its purview the inevitable growth of the city for many years to come, and also the probability that with the settlement of the Dominion, the Capital will necessarily attract to itself a retired class who need the social life and stimulus of a well appointed city. Therefore, the survey must include the environment of your city, so that its logical growth may be assured.

Finally, the beauty of Ottawa will depend upon the planning and arrangement of its centre, and upon the development of its park system. Fortunately for Ottawa, you already possess considerable areas of park land, some natural, other artificially laid out, but with the growth of your city, other areas will be required for pleasure and recreation. These areas should be scheduled at once. Much of the land required for this purpose can, I am told, be required free of cost.

It is usual for my firm to undertake the preparation of all data, but in doing so, they require as far as possible local surveyors and interview and tabulate the evidence of any man who can contribute anything to our knowledge of local needs and conditions. This is the department which requires great skill and tact. We, therefore, train men specially for this work. In your case I would propose to place the civic survey in the hands of my Canadian colleagues now resident in Toronto.

Immediately this data was ready, I and probably one of my colleagues would visit Ottawa, and prepare all the sketch designs on the spot. It is the adoption of this system which has resulted in so many of my town planning schemes being approved.

A thorough exhaustive and comprehensive report, equal to that prepared for Washington, with the numerous plans and drawings, needful for its illustration would cost anywhere between \$20,000 and \$25,000 or about one-sixth the sum paid by Chicago for its report. A scheme dealing only with the park and boulevard system might cost \$12,000 to \$15,000. In both cases the large preliminary outlay or the preparation of the survey would be included.

Mr. Meredith tells me that the Royal Institute of Canadian Architects have shown considerable interest in the future of Ottawa. I, therefore, suggest that a selected number of its members along with representatives of other scientific societies would be of immense benefit in bringing it to a successful issue, the recommendations of the report. I believe the work of our school of Civic Design at the Liverpool University is so appreciated in Canada that my connection with Ottawa's develop-

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ment scheme would be fully recognized by such a commission. In any event, I can assure you that we would establish new standards in the beautification of cities. May I add in conclusion that nothing could more thoroughly inspire a city planner, than the opportunity of placing on a sound logical and aesthetic basis, the Capital City of Greater Britain's most prized possession.

I hope I may have the pleasure of meeting you again when I come to lecture before your Canadian Club.

With kind regards, and many thanks for this opportunity of addressing you, believe me,

Yours very sincerely,

(Sgd.) THOMAS H. MAWSON.

OTTAWA, ONT., January 10, 1912.

DEAR SIR HENRY BATE,—I enclose for the information of the Commission printed copies of a memorial presented to me by members of the Royal Architectural Institute of Canada. As some of the representations therein set forth relate to the work of the Ottawa Improvement Commission, it seems desirable that the members of the Commission should be furnished with copies.

I would be glad to have any comments or suggestions which the Commission may desire to make with respect to these matters.

Yours faithfully,

(Sgd.) R. L. BORDEN.

Sir HENRY BATE,
Ottawa, Ontario.

THE OTTAWA IMPROVEMENT COMMISSION,
110 WELLINGTON STREET,

OTTAWA, January 15, 1912.

Right Hon. R. L. BORDEN,
Premier of Canada,
Ottawa Ont.

MY DEAR MR. BORDEN,—I beg to acknowledge receipt to-day of your favour of 10th inst., inclosing printed copy of a memorial presented to you by the members of the Royal Architectural Institute of Canada, in which they make some representations and suggestions relative to the work of the Ottawa Improvement Commission.

In thanking you for the copy I beg to assure you that I shall lay the matter before the Commission at our next meeting when, I have no doubt, it will have careful consideration and be dealt with as you request.

Very sincerely yours.

(Sgd.) H. N. BATE.

THE OTTAWA IMPROVEMENT COMMISSION,

OTTAWA, February 6, 1912.

SIR,—I have the honour under instructions from the Ottawa Improvement Commission, to inform you that your letter of the 10th ult., addressed to Sir Henry Bate and the memorial of the Royal Architectural Institute of Canada enclosed therein were laid before the monthly meeting of the Commission, held on Monday, 5th inst.,

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and the following resolution in connection therewith was passed on the motion of Mayor Hopewell, seconded by Mr. Geo. O'Keefe:—

‘That this meeting desires to place on record its appreciation of the courtesy of the Right Honourable R. L. Borden, Prime Minister of Canada, in forwarding to the chairman, Sir Henry N. Bate, for the consideration of the Ottawa Improvement Commission, a copy of a memorial presented to him by the Royal Architectural Institute of Canada with reference to the civic improvement of Ottawa.

‘That, so far as the memorial deals with the work of the Ottawa Improvement Commission in the reference therein to the absence of any “comprehensive study or plan of the whole possible scheme of improvements” the Commission desire to call attention to the report of Mr. Frederick G. Todd, a landscape architect of note, whom the Commission employed in 1903 to outline such a scheme and to point out that the general plan outlined in this report has been carried out as fully as the financial resources at the disposal of the Commission would permit.

‘That the Commission while not agreeing with the further assertion in the memorial “that many things have been done which are unsuitable and inadequate and will require change,” desire to assure the Right Honourable the Prime Minister, that they will gladly welcome any suggestions or advice which may be tendered them with the approval or at the instance of the Government of Canada.’

Mr. Meredith, one of the Commissioners present, dissented to that portion of the resolution which pointed out that the general plan outlined by Mr. Todd in his report, had been carried out as fully as the financial resources at the Commissioners’ disposal would permit.

I enclose a copy of Mr. Todd’s report referred to in the resolution.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) WM. KEARNS,
Secretary.

The Right Honourable R. L. BORDEN,
Prime Minister of Canada.

PRELIMINARY REPORT TO THE OTTAWA IMPROVEMENT COMMISSION.

BY FREDERICK G. TODD.

Landscape Architect.

The Hon. J. P. B. Casgrain, Civil Engineer, a member of your Commission, has kindly allowed me to consult with him professionally during the preparation of this report, and I should like to express my appreciation of his kindness, and also for the assistance given me by the other members of your Commission, your Engineer, and several citizens of Ottawa, whose kindness in showing me over land with which they were familiar, rendered my work easier than it might otherwise have been.

The Ottawa Improvement Commission,
Ottawa, Ontario.

GENTLEMEN,—In compliance with your request, I have examined ‘the City of Ottawa and its vicinity, with a view to considering the adaptability of certain portions of it for park purposes, and also with the idea of outlining a general comprehensive scheme for the systematic improvement of the city, having due regard to the future health and happiness of its inhabitants, and to the fact that Ottawa is the Capital

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of the Dominion of Canada, whose population, wealth and importance is rapidly increasing. I have given my best attention to this problem, and I now have the honor to submit to you the following report:—

INTRODUCTION.

Your Commission being appointed by the Dominion Government, the scheme for parks and general improvements for the Capital must be of a national character, and I have therefore paid but little attention to the purely arbitrary boundaries of City, Town or Province, but have been guided alone by what would seem to be a wise provision for future parks and boulevards, commensurate with the importance of the Capital City of the Dominion. In my examination of Ottawa, nothing has impressed me more than the fact that it has a great future before it. The Capital of an extensive country, rapidly growing in population and wealth, possessed of almost unlimited water power for manufacturing purposes, and with a location admirably adapted not only for the building of a great city, but a city of unusual beauty and attractiveness. It does not require an unreasonable amount of faith to believe that the Ottawa of to-day is but the infant Ottawa of fifty years hence, and that the end of the present century will see Ottawa grown to such proportion, that we of to-day would hardly recognize it. You may ask, Is it reasonable to look so far ahead as one hundred years or more, and to make plans for generations in the distant future? We have only to study the history of the older cities, and note at what enormous cost they have overcome the lack of provision for their growth, to realize that the future prosperity and beauty of the city depends in a great measure upon the ability to look ahead, and the power to grasp the needs and requirements of the great population it is destined to have. Not only is Ottawa sure to become the centre of a large and populous district, but the fact that it is the Capital of an immense country whose future greatness is only beginning to unfold, renders it necessary that it shall also be the centre of all those things which are an index of man's highest intellectual attainments, and that it be a city which will reflect the character of the nation, and the dignity, stability, and good taste of its citizens.

Considerable has been said recently about Ottawa being made the 'Washington of the North.' Many of the beauties of Washington are certainly well worthy of imitation, but it would be a mistake to copy too closely, even if it were possible, the plans which have proved so successful there, for the location of the two cities is so absolutely different, that what has made the beauty of one, might mar the beauty of the other. Washington stretches over a gently undulating country, Ottawa is broken by steep terraces and picturesque cliffs. The Potomac winds its way quietly through the city of Washington, while the Ottawa and Rideau Rivers rush through Ottawa by leaps and bounds. The Government buildings of Washington are of the Colonial type of architecture, as best suited to long stretches of comparatively level ground. Your Government buildings are pure Gothic, the style which is perhaps better suited than any other to a picturesque site. Thus it is absolutely impossible to treat these two cities in the same manner, for a plan which would be ideal for Washington would be ill adapted for Ottawa, whose picturesque situation must obviously form the foundation and key-note of any proposed plans for the future. With a natural location which cannot be compared with that of Ottawa, the original plan of Washington took advantage of every natural feature which the location possessed, and made the most of it, and from this plan has evolved a beautiful city. When we consider what a very ordinary city Washington might have been if allowed simply to grow up as so many other cities have, and when we think of the beauties which Ottawa might have possessed had its growth been directed by the same wise forethought, we must realize the benefits of a well conceived plan not only from an æsthetic, but also from a purely business standpoint.

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Some of the greatest items of expense in our large cities of to-day have been such as could have been reduced or avoided altogether, if the people in the early history of these cities had had sufficient foresight and faith to realize how rapid would be their growth. Washington stands almost alone as a remarkable exception, for when the plan was made by Peter Charles L'Enfant, over one hundred years ago, it was designed for a city which would accommodate between five and eight hundred thousand people, and this when there was not a single house built, and only about four millions of people in the United States. Unfortunately, some fifty years ago, the plan was discarded, and since then buildings and streets have been located without regard to it, until last year the Government appointed a commission of experts to plan for the future of the city. They went abroad, and after studying the chief cities of the old world, recommended practically a return to the principles of L'Enfant's original plan, which can now be accomplished only by the expenditure of several millions of dollars. I merely cite these facts to show the importance of planning well for the future of the city, and if we examine carefully the records and statistics of the larger cities of the world we will find that they prove nothing more clearly than that crowded populations, if they would live in health and happiness, must have space for the enjoyment of that peaceful beauty of nature which, because it is the opposite of all that is sordid and artificial in our city life, is so wonderfully refreshing to the tired souls of towns-people. Most of the larger cities have now provided themselves with parks, and open spaces to be used as such when necessity requires. The older cities have only accomplished this at enormous expense, while many of the newer cities, especially in the west, are setting aside land for future parks while it is yet cheap. For the past fifteen years New York has appropriated one million dollars each year for the purchase of playgrounds in the crowded parts of the city, and this aside from the immense sums she has spent on her large parks. For comparison I have prepared diagrams showing the park areas about Boston, London and Paris, as compared with those of Ottawa, all plans being drawn to the same scale. It may perhaps be said such comparison is unfair, Ottawa being so much smaller, and I admit that this would be true were we considering the question in its relation to the present day alone, but if we have faith in the future of the city, if we have faith in the Dominion, then surely it is not too much to plan in accordance with our faith.

If then, it be determined that the City of Ottawa shall provide itself with ample open spaces while it may yet do so at small expense, it is necessary to study carefully the considerations which should determine, to a greater or less extent, the selection of lands for such purposes.

CONSIDERATIONS INFLUENCING GENERAL SCHEME.

Of first importance is the fact that Ottawa is the Capital of the Dominion, and as such, it differs largely from a purely commercial city. Ottawa is at present a manufacturing city of considerable importance, and is destined to become great in this respect owing to its immense water-power. The industries, however, should be so regulated that they will interfere as little as possible with the beauty of the city, for a Capital city belongs to a certain extent to the whole country, and should not be placed in such a position that any one man, or company of men, can have it in their power to seriously mar its beauty, and thus throw discredit on the Nation. As a Capital City, the parks and open spaces should be numerous, and ample boulevards and parkways should skirt the different waterways, as well as connect the principal parks and the different public buildings.

Of secondary consideration are the manufacturing interests. If Ottawa is destined to become a great manufacturing city, of which there is no doubt, then, although not considered as important as the beauty of the city, we must face the fact that these interests are still very important and require large and careful consideration. We should not wish to take land for parks which will be needed for manufacturing

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purposes, nor should we wish to build a boulevard through land, be it ever so attractive now, which is certain to be built up with factories at some later date. To preserve the great natural beauty of the city as a heritage for the Dominion of the future, and at the same time to allow of the development to the greatest possible extent of the magnificent industrial opportunities of Ottawa, presents a problem of such magnitude that to attempt to discuss it in this report would be practically impossible. It seems to me, however, that this question must be faced sooner or later, and these two important considerations, which often conflict so seriously, made to work together for the future beauty and prosperity of the city, otherwise the industrial development of the city will be sacrificed to its æsthetic development, or what is probably of greater present danger, that much of the natural beauty of the city will be sacrificed to its industrial growth.

In this report I have only attempted to present a general outline of those lands which it seems to me are desirable to give Ottawa a good park system, for although I have been over the land with some thoroughness, it has been mainly with the idea of evolving a general scheme rather than with any attempt to go into details. I have, however, examined some of the property which has already been acquired by your Commission with considerable care, and suggestions regarding its future treatment will be taken up later in the report. For convenience, the park system may be considered in the following order:—

Large Natural Parks or Reserves.

Suburban Parks.

Boulevards and Parkways.

Waterway Parks—Bathing.

City Parks and Squares—Playgrounds.

LARGE NATURAL PARKS OR RESERVES.

The Dominion of Canada is famous the world over for the extent and beauty of her forests, and for this reason it would seem appropriate that there should be reserved in close proximity to the Capital, good examples of the forests which once covered a great portion of the country. Not only will those reserves be of inestimable value to future generations as an example of the original forest, but they will also provide a place where nature may still be enjoyed, unmarred by contact with humanity. For these reasons I think there should be set aside within comparatively easy driving distance, two or three large reserves of the best forest land still available. These reserves should be selected after a careful study, so that they may contain as nearly as possible a typical Canadian forest, due consideration being given to the fact that it is desirable that such a reserve should contain as picturesque and as diversified scenery as possible. It would not answer to select a block of level timberland, although the reserve should certainly contain such, but there should also be included the rugged mountain and the pastoral valley.

Gatineau Valley Reserve.

The valley of the Gatineau River offers perhaps the best location for one of these reserves, and although I have not had an opportunity of making a careful examination of the land, I should think that between Wright's Bridge and Chelsea, could perhaps be found a forest which would make an ideal reserve. It is within easy driving distance of the city, and I should suppose it would be possible to obtain a reserve of some two thousand acres without interfering with land which would be required for other purposes.

Meach Lake Reserve.

Another reserve which suggests itself is about Meach Lake, where a large reserve could be made of the land surrounding the whole of the first lake. This has the dis-

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advantage of being at a slightly greater distance from the city, but it makes up for this in added picturesqueness and all those qualities which constitute a beautiful natural park. There is also another reason worthy of consideration why the land around Meach Lake would be desirable, and this the possibility that at some future time it may be utilized as a great natural reservoir from which will be drawn the water supply for greater Ottawa.

The land for these reserves once acquired by your Commission there will need to be little, if any, money spent, either in clearing them up or keeping them in order, although it might be well if a fire ranger could be kept there during the driest part of each year, and a belt cleared about the boundary of the reserve, as a protection against fire. Whenever the use of the reservations demand it, bridle paths and drives could be built, but before this is done, their location should be carefully and systematically studied out, in order that the scenery may be viewed to the best advantage, and at the same time preserve the natural wildness and beauty of the reserve. These drives, however, will not be needed for years to come, and therefore need not occupy our attention at present.

It may be asked: Why should we of to-day go to the expense of acquiring all this land which may only be needed in twenty-five or even fifty years? In fifty years from now, if the city grows at the same rate at which other cities have grown, it will contain, including Hull, at least 300,000 inhabitants. Fifty years ago the population of Washington was 40,000, it is now 280,000. The population of Boston was 125,000, it is now 560,000. Montreal's population was 57,000, while to-day it is, including the suburbs, about 360,000. If then Ottawa is to have a population of 300,000 within fifty years, the city will be about five times its present size, and large areas of land now under cultivation, or still covered with forest, will then be occupied by buildings and streets. Will it at that time be possible to secure within reasonable distance of the city large areas of untamed forest which can be set aside for ever for the enjoyment of people who wish to get away for a day from the crowded city, who wish to wander in the woods where the wildest birds are at home, and where nature's mossy carpet is still luxuriant and unworn? Would these future generations, could they be consulted, object to bearing, if need be, the whole expense of making such reserves? The experience of older cities can be the only answer. Look at London's Epping Forest, with its 6,000 acres of wood and meadow, distance only sixteen miles from the centre of the city, and note how it is used by the public. Boston within the last eight years has spent about ten millions of dollars in creating just such parks and reserves, which, if purchased fifty years ago, could have been acquired for about one-twentieth of this amount.

Large reservations of forest land have already been made by the Dominion and Provincial Governments, which may be reached by a journey of a day or more by rail, but they will not serve the public to the same extent as will these smaller reserves near the city, for it will be impossible in fifty or one hundred years to place a value on such reserves, or to calculate the good which they have accomplished, or the people who have been benefited mentally, physically and morally by having access to such a complete change from the exacting cares of business and the impure air of crowded streets.

SUBURBAN PARKS.

Perhaps of most vital importance to any city are those medium sized parks, which I shall call suburban parks. Situated at some little distance from the centre, they should still be sufficiently convenient to all parts of the city, so that they can easily be reached by the great masses of people. Upon these parks, and upon their convenience and adaptability to the use of the public of a large city, depend to a greater extent than is generally realized, the health and happiness of a great majority of the people, especially of those who are not fortunate enough to get away, or to send their children away from the city during the hot days of summer.

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We have only to look at the present use made of Rockcliffe Park to realize the great good that is being accomplished, for these children who grow stronger and brighter as they romp over the grass and through the woods, must soon take their places among the men and women of the country; and upon the foundation laid in youth, for future health and strength, depends to a great extent the future of the nation.

The need of acquiring lands for these parks before it is too late to plan for a system which shall be of the greatest public benefit, is so obvious that I will proceed at once to a discussion of lands which suggest themselves to me as being desirable for such purposes.

Rockcliffe Park and its Extension.

You asked me particularly to examine about one hundred acres of land adjacent to Rockcliffe Park, which you have considered taking, and to give my opinion as to its desirability for a park. I have examined this land carefully, and I congratulate you upon your ability to secure such a perfect natural park so happily situated near the city. The general topography of the ground, the views, the artistic grouping of the trees, and the varied interesting woods all conspire to produce ideal conditions for a park. If we include Rockcliffe Park—and the two must be treated together in a comprehensive manner to produce a harmonious whole—we have combined such picturesqueness, such magnificent views, such variety of landscape and waterscape as to make a park of very unusual beauty.

There seems little to suggest regarding this land which you propose taking, but I would go further and suggest a park reserve of even grander proportions than that already under consideration by your Commission. Hemlock lake seems naturally to belong to this park, and it would seem desirable that the whole of its shores should be included. I would also suggest that your Commission acquire the land east of Rockcliffe Park, along the Ottawa river, as far as the rifle ranges, making it possible to extend this magnificent scenic drive to a point as near the ranges as desirable. I have but little knowledge of the military requirements of Ottawa, whether or not they are at present sufficiently provided for, nor is it the purpose of this report to take up such questions, but it is impossible to look over the land between Rockcliffe Park and the rifle ranges without being impressed by the fact that it is unusually well suited for military manœuvres. If this land were taken by the military authorities, and that along the Ottawa river by your Commission, a fine scheme would be possible, if the two problems could be developed harmoniously.

Regarding the boulevard which you propose to build across Mr. Keefer's property to connect the new park with the east end of Rockcliffe Park. I think that instead of following the present road it should be carried east to the edge of the natural terrace, and that your Commission should also secure control of the slopes of this terrace. If the present road is taken as the location of the boulevard it would be possible to build between it and the edge of the terrace (Photo. No. 22), thus destroying the magnificent views down the Ottawa river (Photos. Nos. 1 and 2) also if the slope is not under your control trees may grow up (Photo. No. 23) and shut out the views, as is already the case in some instances. I have taken a few photographs to illustrate this, as well as to show the great natural beauty of the park (Photos. Nos. 3, 4 and 5), and I submit them as a part of this report. There are some suggestions regarding the treatment of this park which might be made, but as we are at present considering rather the creation of the system I will reserve details until later.

Chaudiere Park.

That your park system shall be logical and well balanced there should also be a suburban park at the west end of the city, preferably near the river; for this purpose I have examined quite carefully the land between the Little Chaudiere rapids and

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the Remous rapids, and for some little distance above. The land which seems to be most suitable in this vicinity is just below the Remous rapids, and here could be taken a block of land hardly less beautiful than the park at the east end of the city, but its character is so entirely different that the two can hardly be compared. Here are the beautiful pastoral scenes and views of an English park, sunny open spaces of turf melting away among the shadows of broad spreading trees in well arranged groups; with gently undulating and beautifully modelled topography sloping gradually to the river's edge. To many people these scenes will appeal even more strongly than those of the more picturesque Rockcliffe. Indeed, man is so subject to varying moods that while on one day he may enjoy most the rugged animated scenes and impressive views of Rockcliffe, on another day the quiet peace and restful views, the play of light and shadow among the groups of trees and over the sunny green sward will appeal to him more strongly. (Photos Nos. 6, 7, 24 and 25.) Therefore it is fortunate that the park—which I will for convenience call Chaudiere Park—even though situated at the opposite end of the city is of such different character. I have not considered any definite boundary for Chaudiere Park, but from my inspection it would seem that there could be easily set aside here a park of from one hundred to two hundred acres, and in addition to this there are the two groups of islands, which would make a very valuable adjunct to the park.

Experimental Farm.

Aside from this proposed Chaudiere Park there is also west of the city, but at some considerable distance from this park, the Experimental Farm, some portions of which may be considered as a public park. The pleasures to be derived from its use by the public, while every bit as important, are nevertheless of an entirely different character, and do not compete in the least with those of the ordinary suburban park, which should be a piece of real country, with country views and scenes preserved for the public and made adaptable to their use and enjoyment.

Rideau Park.

South of the city, it would seem desirable, in connection with a parkway along the Rideau River, to reserve a block of land west of Hurdman's Bridge, extending possibly on both sides of the river, and taking in an area of from forty to seventy-five acres.

Hull Park.

Hull will be very much in need of a public park as the city grows, for here are almost certain to be located the homes of many of the people working in the various factories, who, perhaps more than any others, will need a place for rest and recreation, when the city absorbs its present park-like surroundings. There is a most beautiful piece of land covered with a park-like growth of trees west of the mouth of the Gatineau river (Photos. Nos. 8, 9, 10 and 11), extending to Pond creek, which would make a splendid park, and it has the added advantage that a portion of it is quite level and open, thus being readily available as a playground.

It will be seen that with Rockcliffe Park and its large addition east of the city, Chaudiere Park and the Experimental Farm west of the city, Rideau River Park south of the city, Hull Park north of the city, Ottawa will be surrounded by a well balanced park system, and I believe that if these lands are carefully selected, and due consideration given to their approaches while there is yet an opportunity to do so, the interference with the future business of the city will be practically nothing, while the beauty of the city will be preserved and enhanced, and so be worthy of the capital of the country. Ottawa will benefit by such planning not only from an æsthetic stand-

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point, but it will prevent that disturbance of business interests which always happens if there is no provision for future parks made until vast business interests have to be expropriated, as was the case with Central Park, New York.

BOULEVARDS AND PARKWAYS.

To avoid confusion I have adopted the recognized use of the word boulevard as meaning either a straight or curving avenue adapted for pleasure driving, usually planted on each side and often down the centre with rows of shade trees. King Edward avenue affords a good example. The term Parkway I have taken to mean a winding pleasure drive laid out with a narrow strip of land reserved on either side, and treated in a park-like manner; an excellent example is your new drive along the Rideau canal.

With the principal parks decided upon, the location of the connecting boulevards and parkways become largely a question of detail; but it is evident that there is a great difference as to the desirability of the various possible routes between the different parks and the centre of the city. Your Commission has already realized the great value of preserving the river banks, and has accomplished a splendid work in building the parkway along the Rideau canal. Ottawa is particularly fortunate in having so many rivers and canals, for if properly treated they may be made to produce a city of unrivalled beauty.

Rideau Hall Boulevard.

Of first importance is a boulevard connecting Rideau Hall with the Parliament Buildings, which will also act as a main artery for pleasure travel to and from the centre of the city, and Rockcliffe Park. Your Commission has already built King Edward Avenue, a fine boulevard connecting the eastern portion of the city with Rockcliffe Park, and which will, when it is extended, form a means of almost direct communication between Rideau Hall and the Canal Drive, and hence to the Experimental Farm. It is obvious, however, that King Edward Avenue can never be considered the best route between Rideau Hall and the Parliament Buildings, for this route is over one third of a mile longer than by Sussex Street, and while Sussex Street has the disadvantage of having electric railway tracks on it, King Edward Avenue has the greater disadvantage of ending at Rideau Street, over one half mile from Dufferin Bridge, thus necessitating a long drive over one of Ottawa's most crowded thoroughfares. King Edward Avenue also differs but little from an avenue which would be possible in any prairie city, while Ottawa has the opportunity of making a drive between Rideau Hall and the Parliament Buildings, grandly characteristic of the city, and I believe that if properly carried out such a boulevard would become famous the world over for its picturesque beauty and the magnificence and extent of its views. (Photos. Nos. 12, 13.) I have given considerable thought and study to the location of this boulevard, and I am surprised that it is still possible to construct, at comparatively small expense, a drive so typical of the beauty of the city. The views which may be obtained are magnificent. The Parliament Buildings, rising above the cedar clad Nepean Point, dominate the view cityward, while the views up and down the Ottawa River and over the City of Hull to the Laurentian Mountains are so grand and so diversified that it is impossible we should ever tire of them. They change with every turn of the road, with every whim of the elements; they change with the time and the seasons, and though changed in details, in light and shade, and in coloring, they remain still the same impressive views. Paris may spend a fortune on her grand avenues, Washington and Chicago may spend millions in constructing boulevards, but none of them can equal in grandness or impressive scenery, a boulevard constructed along this bank of the Ottawa River.

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Leaving Rideau Hall this proposed boulevard could follow for a short distance either one of two routes. Providing an entrance is made to Rideau Hall grounds opposite Union Street it could follow Union Street across the Minto Bridges, and up Baird Street; but as long as the entrance to Rideau Hall is at Pine Street, it would seem that the best and most direct route is along Sussex, which could easily be widened, until Mackay Street is reached. Mackay Street is at present but little used, and could be widened to the width of eighty feet without interfering with any houses, and from this point the drive would continue along the very brow of the precipice above the river. Any feeling of danger which might result from the location of the drive could easily be overcome by a low parapet of field boulders on its outer side covered with climbers. West of McTaggart Street as far as Cathcart Street, it would be desirable to include all of the land between Sussex Street and the river in your taking. There would be a few small houses near Queen's Wharf to be removed, but the most of this land belongs at present to the Government, and only requires the removal of some small lumber piles. From Cathcart Street the boulevard would continue on Government property until Mackenzie Avenue is reached, then along Mackenzie Avenue, which could easily be widened. The termination of this boulevard I would propose be an imposing monumental circle, which could be made to form, in connection with Dufferin Bridge, a dignified approach to the Parliament Buildings. Such a circle could easily be made by taking portions of the unsightly block between Mackenzie Avenue and Sussex Street, filling a corner of the vacant land opposite the end of Mackenzie Avenue, and taking a small corner of Major Hill's Park. Dufferin Bridge should receive such embellishment as will make it form a part of the circle and appear the most important egress.

If this drive could have been built some years ago along the river bank beyond Mackay Street, past the Rideau Falls to Rideau Hall entrance, an exceedingly beautiful drive could have been obtained throughout the entire distance, and it is not unreasonable to believe that at some future time the Government will awake to the fact that the Rideau Falls, as well as the magnificent Chaudiere Falls, belong to the Nation rather than to individuals, and that the greatest good of the greatest number demands that these sublime creations of nature be restored to somewhat of their natural beauty.

Rideau Canal Parkway.

This parkway along the bank of the Rideau Canal is sure to be largely patronized by the present and future citizens of Ottawa, and you are to be congratulated upon the entire distance, crossing near the head of Merivale Avenue and hence for some commenced active operations, I believe it is your intention to connect the parkway with the arboretum of the Experimental Farm.

Victoria Parkway.

Should your Commission decide to take the land for Chaudiere Park it would seem desirable that the parkway be extended beyond the Experimental Farm to this park. I have been over the land between the Experimental Farm and the proposed park quite carefully in order that I might be able to suggest a location for this parkway, and it seems to me that a desirable route would continue within the Experimental Farm almost to the toll-gate. From this point unoccupied land could be taken for the entire distance, crossing near the head of Merivale Avenue and hence for some distance through beautiful woods (Photo. No. 26) in the rear of Victoria Park, across the Canadian Pacific Railway, and through more fine woods (Photo. No. 14), over a high elevation where the Parliament Buildings are in full view (Photo. No. 15), and where a view is obtained of the distant Laurentian Mountains, across Richmond Road, a little west of the toll-gate, and hence by the nearest route to the proposed park. Land

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could easily be taken for this parkway now before being developed, and while for the greater part of the distance the taking might be of a uniform width of eighty feet, there are two or three places where the woods are particularly beautiful that the width might be increased, so as to provide a little park between the two roads, as is done in two or three places along the Rideau Canal Parkway.

Chaudière Parkway.

From Chaudière Park there should be a drive along the river to the Lemieux Islands, and from there a boulevard should be arranged to connect with the centre of the city. The one thing desirable would be a boulevard connecting these islands by the most direct route with the Parliament Buildings, but I presume that such a drive will be out of the question for many years at least, although I firmly believe that at some future date these grand Chaudière Falls will be restored to somewhat of their former beauty, even though still utilized for their valuable water power.

Rideau River Parkway.

In considering connecting boulevards, I have examined the shores of the Rideau River from Cummings Bridge to the Railway Bridge near the Experimental Farm, for as the city extends it will be most desirable that there should be reserved lands for a parkway along the banks of the Rideau River. From the south end of Strathcona Park a parkway could extend along the river to the vicinity of Billings Bridge, where it might be carried through Rideauville and connected with the Experimental Farm and the Canal Drive. I understand that there is the possibility of the banks of the river being flooded in the spring, but I think this should not influence you against taking sufficient land for parkways along this river, for with the growth of the city this land will become so valuable that means will be taken to prevent this flooding. This land can be obtained at a reasonable price at the present time, and the beauty of the shores (Photos. Nos. 27, 28, 29) for ever preserved. These shores are already seriously defaced in several places by the building of inferior houses and barns with their backs to the river (Photo. No. 30), and if this is allowed to continue the beauty of the shores will be greatly injured and at the same time the price of the land so much advanced that it will be vastly more difficult to acquire than at the present time. Once the land is acquired the construction of the drive need only be undertaken as the growth of the city makes it necessary or desirable. Ample space should be taken for this parkway, so that the drive will not interfere with facilities for boating and bathing, and also that the fringe of trees and natural shrubbery along the river bank may be preserved.

Gatineau Parkway.

Should your Commission decide to take a forest reserve either at Meach Lake or above Wright's Bridge, the present roads on either side of the Gatineau River are sufficient to connect these reserves with the city. But there should be a boulevard constructed through Hull so that this first part of the drive from the Parliament Buildings, or from the centre of the city, to these reserves may be more agreeable than it is at present.

WATERWAY PARKS—BATHING.

In connection with the waterway parks and parkways located along the banks of the different rivers, provision should be made for bathing; for while these reserves are taken to preserve the beauty of the city they are made primarily for the enjoyment of the public, and therefore anything which tends to give pleasure to a large number of people should be provided for, if it does not injure the park, for the enjoyment of the majority. Bathing is not only a great pleasure, especially to young

people, but a necessity, and a city well provided with public baths has less cause to fear disease than one not so well supplied, providing always that the baths themselves are sanitary. Cities are coming more and more to realize the great value of well distributed public baths. Boston has an especially good system, and for the sake of showing the use made of them I have prepared a diagram showing the location of the baths and the number of bathers in the year 1898. The use of these baths has increased since that time, but I have not been able to obtain the necessary statistics to make a more recent compilation. The location of public baths is very important, and should, if possible, be studied in connection with the arrangements of your general scheme.

CITY PARKS AND SQUARES.

These small squares and breathing places situated at various intervals throughout the crowded portions of the city, are of great importance. They do not remind one of the country to the same extent as do the suburban parks, for they are intended to fulfil an entirely different mission, their object being rather to provide a place of rest and recreation for the people in their immediate neighbourhood, and to make the city as a whole more beautiful and attractive.

In many cities the chief and only aim of these squares seems to be to display the gardener's art, or perhaps more often his ability to design curious and fantastically shaped flower beds, which, unfortunately, cannot always be classed as artistic. To accomplish this the public, and especially the children, are forbidden to walk or play on the grass. This sacrifice of utility to questionable beauty is now recognized to be a mistake in almost all of the larger cities, those of the old world being the first to discard the 'Keep off the Grass' sign. In Paris the open spaces are maintained for the use and enjoyment of the people, and are not merely show places, for there the people claim they help to pay for the open spaces and have a perfect right to use them, and no one ever thinks of denying them this right. Other cities are now opening small play grounds or open spaces in the midst of densely populated neighbourhoods, where the children are allowed to play their games on the gravel or soft turf, often under the direction of a skilled and kindly instructor. It has been proven in many instances that these play grounds are a great prevention of crime, and at an expense not to be compared to the expense of arrest, conviction, and a term in penitentiary later, while added to this, is the vastly more important consideration, the saving of a life which might have been worse than wasted, to accomplish a useful work in the world.

In considering the open spaces in the crowded parts of your city, and in what will become the crowded parts, it will be seen that the city is fortunate in already having reserved small plots of ground, well distributed throughout the city. The question of reserving additional lands for playgrounds and public squares is one, however, which should receive careful and systematic study in any plan for the future of your city.

Patterson Creek Park.

That there should be so near the centre of a city as large as Ottawa a stream with such beautiful natural shores (Photos. Nos. 16, 31), and with such fine woods adjacent (Photos. Nos. 17, 32) seems almost incredible, and it is difficult to understand why this land has remained unoccupied to the present time. That it will remain so long is impossible, therefore the taking of the land on either side of Patterson Creek for a small public park is perhaps more important than the taking of any other piece of land which I have examined, because it is likely to be sooner lost for ever to the purpose for which it is so happily suited. Already preparations are being made to extend O'Connor street across Patterson creek, thus cutting it in halves and rendering it much less desirable for a park.

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Small Parks and Squares Owned by the City.

Among the small parks and squares already owned by the city are: Strathcona Park, Anglesea Square, Somerset Street Square, Metcalfe Square, Gladstone Avenue Square, Preston Street Square, Bingham Playground and Minto Square; but as these have not any particular bearing upon the design of your park system they will only be taken up later when considering their future treatment.

THE FUTURE TREATMENT AND ADORNMENT OF PARKS, BOULEVARDS AND SQUARES.

For convenience it is advisable to consider the treatment of the different public parks and boulevards in the same order as taken up earlier in this report, but it is obvious that only those controlled or about to be controlled by your Commission, can be given any amount of detail consideration.

The best results in park development are only obtainable when plans are adopted, the designs of which is the result of a thorough knowledge of the problem and a careful study of the present and future requirements of the people for whom it is intended. It is therefore of the utmost importance that your Commission should have prepared as soon as possible a general outline plan for your park system, and also carefully studied plans for the suburban and city parks. Once plans are prepared the work can be proceeded with as rapidly as your Commission desires, but all work undertaken will have a definite end in view: the carrying out of a carefully considered design which will also constitute a particular link in an organized system. In no other way can an extensive work, extending over a number of years, be carried on without a waste of time and money, and a sacrifice of that breadth and unity which should characterize a comprehensive scheme.

It is far from my intention to suppose that I have given your parks sufficient thought or study to enable me to prepare plans or even suggest the best method of treatment for each park, but I have, during my preliminary examination, made note of a few suggestions, and partially formulated certain general lines of development along which it seems desirable that your Commission should proceed, in order that your park system may be developed in an economical and artistic manner, and still preserve the natural character of the different parks. Real landscape art is nothing if it is not conservative of natural beauty, and does not consist alone in building rustic bridges, or in arranging plants or trees, but is rather the fitting of landscape for human use and enjoyment in such a manner as will be most appropriate and beautiful. There is a woeful tendency to reduce all the landscape in our parks to one level. We do not consider whether the plans for the development of the parks, are appropriate or not, but allow all sorts of monstrosities of buildings, of grading, and of planting to creep into our parks and then wonder why the result is not pleasing. If there are buildings to be erected in a park, they should be of a character which will harmonize with the surrounding landscape. The grading and planting should also preserve and accentuate the general character of the park and not mar it with discordant and unrelated patches.

Rockcliffe Park and its Proposed Extension.

Rockcliffe Park, as I have already stated in this report, is exceedingly beautiful in its natural state, and is daily providing much pleasure, health and strength for those people who resort to it, and I firmly believe it would be far better to allow it to remain exactly as it is at present—unsatisfying as this is in many respects—than to proceed to its development in a careless and haphazard manner, or with plans which did not first convince you that its present picturesque beauty would be preserved and enhanced, and the park made more capable of fulfilling its true purpose, that of a safe and beautiful pleasure ground for the people.

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The term 'improve' is so constantly misused that it means to many people almost the opposite of what it should, for the improvement of many parks has been accompanied by such a process of cleaning up and cutting away of natural shrubberies that much of their beauty has been 'improved' out of existence, and there probably remains not a corner that an artist would think of reproducing on his canvas. Rockcliffe Park needs very little to make it a perfect park, but the fact that it is naturally so beautiful makes it all the more necessary that the little that is required, be done with the greatest care, in order that it may harmonize with the existing conditions.

There is a small piece of land in the centre of this park, controlled by the Ottawa Electric Company, on which is located an exceedingly ugly, although useful refreshment stand and lookout. This piece of ground, with the buildings, should be controlled by your Commission, in order that it may be subject to the regulations of the park, and also that more appropriate shelters may be erected. The Ottawa Electric Company owns a piece of land near the entrance, on which it has built a car barn, that is such a blot on the surroundings that your Commission would certainly be justified in taking this land, when the buildings could be screened out with quick growing trees or removed.

A simple, dignified entrance to the park, designed in a manner that will harmonize with, and appropriately express its character, is very much needed. The present entrance is as poor as one could well imagine, and is without shape or dignity. The most conspicuous object is the barn for horses and tools, which is located in the worst conceivable position, just inside the entrance and between the drive and the view (Photo. No. 18), while to the right is the hideous car barn. A simple yet dignified stone entrance would be appropriate, with the words 'Rockcliffe Park' cut in the entrance piers. Native climbers such as grape, clematis and Virginia creeper, should be trained over the wall and piers. Inside the entrance, evergreens such as spruce and pine should be planted in well arranged groups, care being taken not to shut out the views over the river. The ultimate effect would be that of passing through the entrance directly into the typical forest growth of the park. I believe that the whole effect of the park will be more artistic and dignified if you avoid the use of shrubs and trees which are conspicuously gardenesque, such as the Hydrangea, Syringa, Horse Chestnut, etc. Such plants do not harmonize well with the natural scenes of Rockcliffe Park, but are more appropriate for use in the smaller parks and squares, where they can often be arranged to produce a desirable gardenesque effect.

The present park drives are well laid out (Photo No. 19), with the exception of one or two of those most recently built, which are, both as regards line and grade, rather an example of what should not be done, than of good park roads well located. The old roads, although laid out with excellent taste and judgment, were located to serve proposed building lots rather than as drives of a public park, and this fact makes necessary a few changes. The roadway between the entrance and the first point requires only to be widened and properly graded, but when the point is reached the road instead of keeping its present location should be carried well out on the point, so that it may command the magnificent views up and down the Ottawa river. (Photos Nos. 20, 21.) At its outermost point, the drive should be widened to form a 'concourse' bounded on its outer side by low parapet of field boulders. Farther along the road there are also one or two points where it would seem desirable to make slight changes in the line and grade of the drives, but the changes required are so slight that it is rather impracticable to note them here. There are several places throughout the park, where the building of the roads has left ugly scars and banks of raw earth or stone. These interfere seriously with the beauty of the park, and could easily be effaced by planting native shrubs and vines.

The great beauty of Rockcliffe Park cannot at present be fully comprehended, owing to the fact that it has never had that careful development which alone can bring out its fine possibilities. This is particularly noticeable in driving through it.

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This drive, from which should be possible beautiful vistas (Photos Nos. 20, 21, 33, 35), affording a series of land and water views in never ending variety, is positively monotonous in places, and for the greater part of its distance has the typical view shown in Photo No. 34. This fringe of trees, often so thin as to show that there must be grand views beyond, is so annoying to any one driving, as often to destroy the pleasure of the drive. One feels constantly irritated that such views are shut out, thereby creating a feeling of disappointment which would not be felt in a park naturally much less beautiful, but where there would be the pleasure sensation that everything had been made the most of. This is a common fault with many of our large parks. Mount Royal Park, Montreal, is one of the most conspicuous examples. I have heard visitors say that the drive about the top of Mount Royal was one of the most disappointing they had ever taken. The knowledge that views of more than ordinary grandeur are obtainable if one climbs a tree, or goes to a 'look-out,' makes the fact that it is possible to drive for a half mile or so without catching more than a suggestion of this view, one of the keenest disappointment. In opening up vistas in Rockcliffe Park, care will need to be exercised, or the result will be an open scar, through whose ugly sides will be obtained the view. The method to be adopted should be to make a thorough examination of the park, and select the places from which can be obtained the best views. After this is done an examination of the trees should be made, so that if possible, only the poorest need be cut, leaving on each side good trees to frame the vista. The opening should not be cut straight through, but the sides left irregular, and allowed to taper off in such a manner as to appear as natural as possible. Indeed, by careful selection, it is often possible to get a good opening with there remaining but little semblance of a scar. During this cutting, there should remain constantly in mind the fact, that a tree once cut can never be put back, whereas a tree left standing can always be removed. If the ground where the openings are made is left bare and unsightly, I would suggest planting it thickly with native shrubs and vines, as they make a much better foreground for the view than would grass, even if this latter were possible.

I have taken several photographs to show the present views obtainable from the drive, and by going to the other side of the fringe of trees, have photographed the view which might be had. I could have secured almost endless examples of such views, but these are, I think, sufficient for the purpose.

There should be a systematic effort made to rid Rockcliffe Park of the poison ivy, which is at present so abundant, and which must be a source of constant danger to children, and anxiety to their parents.

Rockcliffe Park extension may in some cases need slightly different treatment owing to its different character, but I feel sure that the most pleasing effects here, as well as at Rockcliffe Park, will be produced by the utter exclusion of any treatment approaching the gardenesque. Trees which will harmonize with those already existing might be planted in groups, or as single specimens in order to give more shade, but straight rows of trees along the sides of the roads should be carefully avoided, as they will tend to break up that effect of continuity (Photo No. 37) which is at present such a pleasant feature. The roads on this property are pleasingly laid out (Photos Nos. 38, 39), although the fact that they were planned for a land scheme instead of a park may make some slight changes desirable.

Chaudière Park.

It is perhaps unwise for me at present to consider to any great extent the future of this park, but as the proposed land is rather flat the need for greater care in locating the roads is apparent. In Rockcliffe Park the location of the roads was practically determined by the topography of the land, while in this proposed park their construction is practicable anywhere, and it will be possible either to exhibit the various landscape pictures included within the park to the best advantage or to destroy them

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by a poor location of the drives. The dignified landscape which is such a feature of Hyde Park, London, might well furnish some suggestions for the treatment of this park.

Rideau Canal Parkway.

The parkway along Rideau Canal has already been given such careful thought and attention by your engineer that there seems little to suggest, with the exception of a few details, but as these will tend in the future towards making either an exceedingly beautiful drive, or one of rather indifferent beauty, I have given them considerable thought. In connection with that portion of the drive which has already been built, I would suggest that when more than one reverse curve is visible, the more distant should be screened out by the planting of thick masses of trees or shrubs near the edge of the drive. A curved roadway is much more beautiful than a straight one provided there is sufficient reason for the curve, such as a group of trees or the slope of the ground. But if the road seems to wiggle on ahead without apparent reason, like a gigantic serpent, the curves will appear unnatural, meaningless and annoying.

The subject of planting along this parkway is one which has already been given a good deal of consideration by your Commission, but it seems to me that that portion of the parkway yet unplanted should receive even more careful thought, and that your Commission should consider whether it would not be wise to change somewhat the style of planting for the remainder of the distance. A drive through the country, such as the drive up the Gatineau River, never lacks interest. The variety of scene is infinite, yet the composition is simple. A continuous drive over the prairie is monotonous, a long drive through a field of corn would be equally or more so, while a continuous drive with nothing to be seen on either side but flower beds, no matter how fine, would be incomparably more monotonous than either. Careful study of natural scenery, or of good landscape paintings, will show how important is the arrangement of trees and shrubs. Few people realize that the same elements which combine to produce a beautiful landscape may also produce a landscape flat and uninteresting. They do not realize that the lights and shadows, and the skyline of the trees, are responsible for much of the beauty of the view, nor do they consider that these elements give the most beautiful results only when produced by a proper grouping of the trees in proportion to the varying expanses of green sward and other elements in the composition. In a parkway, such as this, where the strip of land on either side is comparatively narrow, the interest and pleasure of the drive depends to a great extent on the agreeable scenes which have been created by the use of the grass, foliage and flowers, and the shaping of the surface of the earth. It is possible to make these narrow strips seem very much wider and more interesting if the trees and shrubs are planted in masses along the boundaries and broad open spaces of turf left unoccupied. Here and there bold groups of trees can be brought directly to the drive in endless variety of shape and form, sometimes across the drive, so that the ultimate effect will be that of passing through a grove of trees, sometimes stopping short of the drive so that the full contour of the trees may be seen. Between these groups of trees, and often behind them, would be vistas extending as far as possible, and which would also form a continuous series of little landscapes, thereby increasing greatly the interest and apparent extent of the parkway.

Rideau Canal Parkway should have variety of grading as well as of planting, and if the two can be planned together so as to assist each other in producing the effect wished for, the result is certain to be more pleasing. Care will need to be taken when aiming at variety that the whole effect is not patchy. With a curving drive such as the one you have built, the grading does not lend itself at all happily to straight lines and level surfaces. In fact it is practically impossible to make the straight lines of a terrace unite pleasingly with the lines of a curving roadway. I think that the formal terraces about the pines west of Brown's Inlet should be

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regraded so as to appear more natural, and more in harmony with the drive, and surrounding natural features. Whenever there are to be extensive changes in grade in places where it will be as conspicuous as in the case which I have just cited beyond Brown's Inlet, and also in one or two other instances farther along, I would suggest that contours be taken of one foot elevation, and a careful grading plan studied out in order that the best results may be obtained. When this is done, it should be borne in mind, that one of the greatest beauties of having a park area between two drives, is to have one screened from the other, either by planting or grading, or a combination of both, thus giving an entirely different view both going and returning.

Clemow Boulevard.

This boulevard as now planned, extends from Bank Street to Concession Street, and is to be of a uniform width of eighty feet. If Patterson Creek Park is taken, this boulevard should be connected with Rideau Canal Parkway by a drive on each side of the creek. Clemow Boulevard should also be extended in a westerly direction beyond Concession Street to St. Louis Dam, and I would urge the desirability of making this connection of good width, with a single, long sweeping curve, having a slight reverse in order to unite pleasingly with the end of St. Louis Dam.

There is but little doubt that Clemow Boulevard will become one of the finest residential streets in Ottawa, and for this reason certain restrictions should be made in taking this land. I understand it is your intention to establish a building limit of twenty-five feet outside the street line. It would also be desirable to provide for a uniform row of trees to be planted three or four feet from the street line on the several properties, these trees to remain under the care of your Commission. There might also be a restriction regarding the height of fences within the twenty-five foot building limit; and a provision forbidding the display of bill boards and advertising signs above a certain size.

The eighty foot boulevard might well have a wide grass plot in the centre with a roadway, a narrow grass strip of four feet, and a sidewalk on each side. The roadways should be made continuous from St. Louis Dam to Rideau Canal Parkway.

Patterson Creek Park.

Patterson Creek and its surroundings are naturally so beautiful that if taken for park purposes, its present natural character should determine to a great extent its future treatment, and while it might be treated in a somewhat more ornamental style than the suburban parks, it seems to me this object should be gained by the use of trees and shrubs, rather than with flowers or plants of exotic character. In making a preliminary examination for the outline of the park, I should suppose it would best be bounded on the north by Monkland Avenue, as far as O'Connor Street, then east could extend as far north as Patterson's Avenue, and hence to Bank Street. The boundary could extend south along Bank Street as far as Carleton Street, then east along Carleton for half a block, when it could extend south again to First Avenue and along First Avenue until your present Rideau Canal Parkway is reached. In connection with your future treatment of this park, I would suggest that groups of trees be arranged in an artistic manner, over the northeastern portion of this park, so that they will unite harmoniously with the beautiful woods in the western portion, and thus preserve in what will practically be the centre of your city, a bit of natural woods. The existing woods should be gone over carefully, and many of the poor spindling trees taken out, so that those remaining will be enabled to spread out, and live longer than will be possible in their present condition.

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Strathcona Park.

This park will in time be one of the most valuable of your smaller city parks, and before work of any consequence is begun, surveys should be made, and a definite plan adopted, so that expensive piece-metal work will be avoided.

Anglesea Square.

One half of this square has already been made attractive, while the other half remains untouched. I should recommend discontinuing the present road through the middle of the square and laying out the unimproved portion as a playground, with shade trees about the border and at a few other points.

Somerset Street Square.

This square, although presenting a much more difficult problem, has greater possibilities than any of your small squares. The expense involved would necessarily be greater, but the fact that it is far from being level, should make possible a square of more than ordinary interest. It is impossible to make any suggestions for such a problem until an accurate survey has been prepared.

GLADSTONE AVENUE SQUARE.

This square offers opportunities for making a playground at the west end, while the eastern portion could well be treated as a small ornamental park.

PRESTON STREET SQUARE.

A large square that will be valuable as this part of the city becomes more crowded. Part of it could be made into an excellent playground and out-door gymnasiums, the rest being kept for park purposes.

CONCLUSION.

In conclusion, it is my duty to impress on your Commission the fact that in a scheme of this nature, where the work must extend over a number of years, it is absolutely necessary that the improvements should be carried out in a thoroughly systematic manner and in strict accordance with a pre-conceived plan, which once approved on no account be subject to alterations to meet the wishes or whims of self-interested parties.

I cannot well conceive of anything more disastrous to such a scheme than that when once it has been sanctioned and partially carried out the general idea should be liable to alteration, and the general effect of the whole thereby destroyed.

It gives me much pleasure to extend my thanks to Hon. J. P. B. Casgrain, C.E., a member of your Commission, whose valuable professional advice has been freely placed at my disposal during the preparation of this report. My thanks is also due to Mr. Surtees, the engineer of your Commission, whose cheerful and ready assistance and thorough knowledge of Ottawa and its vicinity, I have much appreciated.

Respectfully submitted,

FREDERICK G. TODD.

MONTREAL, P.Q.,

August 28, 1903.

NOTE.—Thirty-nine photographs, one coloured sketch and five diagrams form a part of this report, but it has not been possible to reproduce them all in this copy.

SESSIONAL PAPER No. 51a

OTTAWA, ONT., February 7, 1912.

DEAR SIR,—I beg to acknowledge your letter of the 6th instant setting forth resolution passed by the Ottawa Improvement Commission. I would be glad to have as many copies as you can spare of the report of Mr. Todd therein alluded to.

Yours faithfully,

(Sgd.) R. L. BORDEN,

WM. KEARNS, Esq.,
110 Wellington Street,
Ottawa, Ont.

DEPARTMENT OF AGRICULTURE

OTTAWA, January 17, 1912.

The Right Honourable R. L. BORDEN,
Premier of Canada,
Ottawa.

DEAR MR. BORDEN,—I enclose for your consideration a letter I have received from Mr. C. P. Meredith, dated January 13.

Yours faithfully,

(Sgd.) M. BURRELL.

(Confidential.)

January 13, 1912.

DEAR MR. BURRELL,—After speaking to you the other evening in regard to the discussion on the Ottawa Improvement Commission in the House on Wednesday last, I have again glanced over Mr. Todd's report which Sir Wilfrid referred to as one which the Commission had been acting on since it was made. It is quite evident that Sir Wilfrid has been misinformed and also that he does not clearly understand that this report was of such a general nature that before it could have been acted on considerable further work would have to be done along the lines which it suggested in preparing the scheme for development.

In the first place this report was prepared in August, 1903, I believe at the instigation of the Hon. J. P. B. Casgrain, a member of the Commission. After the report was presented it was too big apparently for the Commission to grasp, and it was consequently pigeon-holed, with the result that Senator Casgrain has apparently withdrawn from the Commission in disgust, and I believe has not attended any meeting since that time, and certainly not for the last year and a half since I have been a member.

In regard to this report it was only of a very general nature and no large comprehensive plan was prepared.

Mr. Todd says in this connection, (page 26 report):—‘It is therefore of the utmost importance that your Commission should have prepared as soon as possible a general outline plan for your park system, and also carefully studied plans for the suburban and city parks. Once plans are prepared the work can be proceeded with as rapidly as your Commission desires, but all work undertaken will have a definite end in view: the carrying out of a carefully considered design which will also constitute a particular link in a organized system. In no other way can an extensive work, extending over a number of years, be carried on without a waste of time and money, and a sacrifice of that breadth and unity which should characterize a comprehensive scheme.

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‘It is far from my intention to suppose that I have given your parks sufficient thought or study to enable me to prepare plans or even suggest the best methods of treatment for each park, but I have, during my preliminary examination, made note of a few suggestions, and partially formulated certain general lines of development along which it seems desirable that your Commission should proceed in order that your park system may be developed in an economical and artistic manner, and still preserve the natural character of the different parks.’

Constantly throughout this preliminary report Mr. Todd makes suggestions and mild criticisms, but looking at what the Commission has done after the lapse of these nine years I fail to see a single instance where they have acted on his suggestions, with the result that the work of the Commission has been so crude and inartistic that it has caused the severest criticism of those experts who have seen it recently; more particularly the criticism of Mawson, Unwin and Dunnungton-Grubb of England, and the Ontario Association of Architects and the Royal Architectural Institute of Canada.

Mr. Todd in concluding his report says:—(page 38-39 report) ‘In conclusion, it is my duty to impress on your Commission the fact that in a scheme of this nature, where the work must extend over a number of years, it is absolutely necessary that the improvements should be carried out in a thoroughly systematic manner and in strict accordance with a pre-conceived plan, which once approved must on no account be subject to alterations to meet the wishes or whims of self-interested parties.’

‘I cannot well conceive of anything more disastrous to such a scheme than that when once it has been sanctioned and partially carried out the general idea should be liable to alteration, and the general effect of the whole thereby destroyed.’

I think that it would be well for Mr. Borden to be made familiar with this report before the matter comes up again. I may say that as a Commissioner I consider that the Commission has, from the first, carried on its work in a most unbusinesslike way, and persists to continue doing so notwithstanding all the criticisms that have been made, and are content to have the general park scheme, the engineering work and the designing of structures requiring artistic training done by a so-called superintendent, who is nothing more than a bricklayer.

I should be pleased to lend you the report of Mr. Todd’s if you care to have it.

Believe me, yours sincerely,

(Sgd.) C. P. MEREDITH.

The Hon. Mr. MARTIN BURRELL,
Minister of Agriculture.

OTTAWA, February 7, 1912.

The Rt. Hon. R. L. BORDEN,
Ottawa.

DEAR MR. BORDEN,—At a meeting of the Ottawa Improvement Commission held on Monday last, a resolution was passed, of which no doubt you already have received a copy, in reply to a letter written by you to the Chairman of the Ottawa Improvement Commission, with reference to certain criticisms contained in a memorial presented to you by the Royal Architectural Institute of Canada.

I objected to the passing of this resolution in so far as the Commission intimated that they were carrying out, as fully as the resources at the disposal of the commission would permit, a scheme prepared by Mr. Frederick G. Todd for it in 1903.

As I do not feel that the Commission can claim to be working out any comprehensive plan, and certainly not that prepared by Mr. Todd, I am taking the liberty of sending you a summary of his report with notes as to what extent, if any, his recommendations have been carried out.

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In the first place I would wish to draw your attention to the fact that this report was not one that Mr. Todd considered could be acted on without first obtaining detailed plans or without further consulting experts, as it was merely of a preliminary nature, and not sufficient to act on without having expert advice.

There is one point in particular on which I believe the Commission contends that they were following his advice. That is the west-end park, which was finally abandoned when it was pointed out by myself that on the construction of the Georgian Bay Canal, a large section of the mainland, the bridge which was to be constructed to the islands and the islands themselves would be submerged under from ten to twelve feet of water. This scheme would have cost the Commission in the neighbourhood of \$150,000, and further involved the Government in the expense of compensating owners of property to be flooded, drawn to this neighbourhood by the advertised project of the Commission.

The report from which I obtained the knowledge that this work would be flooded was published (Georgian Bay Canal Report, 1908) some years before my appointment, but notwithstanding this an application was in the hands of the Government at the time (1910) asking for \$90,000 with which to commence operations.

I merely cite this instance to point out the necessity of carefully studying the details of the whole problem.

I regret that I do not agree with the other Commissioners in regard to this portion of the resolution referred to.

I am,

Yours very truly,

(Sgd.) C. P. MEREDITH.

EXTRACTS from *Preliminary Report of the Ottawa Improvement Commission, made August, 1903, by Frederick G. Todd, Landscape Architect, with notes as to the extent, if any, to which the Report has been acted upon.*

It will be observed upon reading the original report that it was merely of a *preliminary reconnaissance* nature, and that it was not Mr. Todd's intention that the work should be carried out without first obtaining *detailed plans*, or that it would be possible to execute this work without further consulting experts. Since making this report neither Mr. Todd nor any other expert has ever been professionally consulted.

Mr. Todd examined the city of Ottawa and vicinity to enable him to *outline* a general comprehensive scheme of systematic improvement, and in doing so did not confine himself to city boundaries, as he stated that it required little faith to believe that the Ottawa of that date was but the infant of the Ottawa of fifty years hence, and pointed out that Ottawa was not only sure to become the centre of a large and populous district, but to be the capital of a country whose future greatness was only beginning to be unfolded, and that this made it necessary to *outline* a scheme of some magnitude. He also points out the tremendous expense to future generations entailed through the lack of foresight and faith of the original town planners, and cites the success of the scheme worked out for Washington by Major L'Enfant one hundred years ago, and which has recently been accepted with certain modifications as being the best scheme for the development of Washington, by a board of expert architects and engineers who have been appointed by the United States Government to report on the matter. When L'Enfant's plan was made the population of the United States was some four millions.

Under the heading 'Considerations influencing a General Scheme,' Mr. Todd points out that Ottawa being the capital of the Dominion differs largely from a purely commercial city. 'Ottawa' he says, 'is at present a manufacturing city of

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considerable importance, and is destined to become great in this respect owing to its immense water power. The industries should be regulated to interfere as little as possible with the beauty of the city, for the capital belongs to a certain extent to the whole country, and no one man or company should be allowed to mar its beauty, and throw discredit on the nation. As a capital city the parks and open spaces should be numerous, and ample boulevards and parkways should skirt the different waterways as well as connect the principal parks and the different public buildings.'

'To preserve the great natural beauty of the city as a heritage for the Dominion of the future, and at the same time to allow of development to the greatest possible extent of the magnificent industrial opportunities of Ottawa, presents a problem of such magnitude *that to attempt to discuss it in this report would be impossible.*'

He goes on to point out that this question must be faced and that the beautification and the commercial aspect must be considered together in order to properly develop the city. '*This report*' he says, '*is only an attempt to give a general outline of those lands which it seems are desirable to give Ottawa a good park system, for although the land was examined with some thoroughness it had been made with the idea of evolving some general scheme, rather than with any attempt to go into details. For convenience the park system may be considered in the following order:—*

Large Natural Parks or Reserves,
Suburban Parks,
Boulevards and Parkways,
Waterway Parks Bathing,
City Parks and Squares Playgrounds.

LARGE NATURAL PARKS FOR RESERVES.

The Dominion of Canada being famous for the extent and beauty of its forests, it is recommended that there should be reserves as close as possible to the capital. These to be typical of Canadian forests, and should embrace both the rugged mountain and the pastoral valley.

This suggestion has not been acted upon in any way, and was considered by the Commissioners at that time to be ridiculous.

GATINEAU VALLEY RESERVE.

The recommendation is made that some 2,000 acres be reserved between Wright's bridge and Chelsea, which should embrace this magnificent forest land and river scenery.

Nothing done.

MEACH LAKE RESERVE.

Similar reserve recommended for Meach Lake.

Nothing done.

Mr. Todd quotes the growth of various cities during the last few years, and points out the tremendous advantage to the Ottawa of the future to have large areas of this nature secured within reasonable distance of the city, and also points out that the forest reserves at present made by the Government can only be reached by long railway journeys.

SUBURBAN PARKS.

The necessity of suburban parks is emphasized for the health and happiness of the people. 'The need of acquiring these lands for park purposes *before it is too late* to plan for a system which shall be of the greatest public benefit, is so obvious that I will proceed at once to discuss the lands which suggest themselves to me as being desirable for such purposes.'

SESSIONAL PAPER No. 51a

ROCKCLIFFE PARK AND ITS EXTENSION

In connection with this park he suggested the acquisition of Hemlock Lake as being naturally a part of this park, and also the acquisition of the land up to the Rifle Range.

Hemlock Lake (McKays) has not been secured, but the property now known as the National Park has been acquired up to the Rifle Range.

CHAUDIERE PARK.

The park is suggested between the little Chaudiere rapids and the Remous and for some little distance above. It is necessary to balance the park system by having this park at the west as well as Rockcliffe at the east, and the character of the landscape is pointed out as making it additionally desirable that this should be secured. One to two hundred acres would be required for this as well as the groups of islands immediately adjoining it.

Absolutely nothing done.

EXPERIMENTAL FARM.

This Mr. Todd looks upon as a park of particular interest and value to the public.

As the Commission has nothing to do with this Farm there is nothing to be said in this connection.

RIDEAU PARK.

It is suggested to locate this park along the Rideau river, west of Hurdman's bridge, extending on both sides of the river, occupying from 40 to 75 acres.

Nothing has been done in this connection with the exception of a small piece of ordnance land which has been handed over to the Commission, but no improvements have been made to it. Part of this land is now being defaced by a city incinerator.

HULL PARK.

Mr. Todd recommends the acquisition of the Park like land with its magnificent growth of trees at the junction of the Gatineau and Ottawa rivers. One of the principal reasons for this is not only to have a park for the citizens of Hull, but to have one immediately to the north of Ottawa. This land is covered by a magnificent growth of hardwood.

Nothing done.

BOULEVARDS AND PARKWAYS.

By which are meant, in the case of Boulevards, either a straight or curved avenue, adapted for driving, planted on each side, or parkway with a narrow strip of parklike land reserved on each side, suitably planted. Mr. Todd points out how Ottawa is particularly fortunate in having so many rivers and canals, which if properly treated may be made to produce a city of unrivalled beauty.

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RIDEAU HALL BOULEVARD.

The necessity for a boulevard connecting Rideau Hall with the Parliament Buildings, which will also act as a main artery for pleasure travel from the city to Rockliffe Park, is pointed out.

King Edward Avenue for this purpose is a mistake and is unsuitable, being longer and having no direct connection and being an uninteresting thoroughfare. Ottawa has the opportunity of making a driveway between Rideau Hall and the Parliament Buildings 'grandly characteristic of the city,' and if properly carried out would become famous the world over. Paris, Washington and Chicago may spend millions on Boulevards, but none of them can equal in greatness or impressive scenery the boulevard constructed along this river front. The proposal was to follow Sussex street from Pine street to MacKay street, which should be widened and the bank of the Ottawa approached near Ernscliffe following the cliff to Cathcart street and including all the land between this new driveway and Sussex street, from thence over government land, via McKenzie Avenue, to Dufferin bridge.

If the drive had been built some years ago Mr. Todd says that of course it should have been carried along the brow of the cliff, from Rideau Hall entrance to Ernscliffe past the Rideau Falls, and he says that possibly at some future time the Government will awake to the fact that the Rideau Falls belong to the Nation rather than individuals, and that these falls should be restored to their natural beauty.

Since this report was made an extensive fire largely cleared the land about the Rideau Falls of buildings, but notwithstanding this the Commission did not act, and now on this ground expensive permanent buildings have been erected. It is so obvious that this magnificent site should be secured for the people instead of being a lumber piling ground with unsightly mills, that it is difficult to understand how the opportunity was not seized. The falls would still have been available for power purposes which might have been transmitted to a more suitable location. Unfortunately the Commission is now constructing the so-called 'Lady Grey Driveway,' and bringing it via the unsuitable and unsightly Minto bridges and Baird street to the river bank. This is being constructed along the face of the cliff in the rear of the Mint to Nepean Point. As an example of the way in which the work should not be done one could not find anything more complete. As a piece of engineering it is wrong both constructionally and in regard to grade and direction. Artistically it is wrong, as the magnificent lime stone cliff is being hidden behind a concrete wall with a 'fake' rubble face. This particular piece of work and Nepean Point, which it leads to, has called forth the most severe criticism from architects and engineers who have examined it. All this expenditure of money is being made without the advice of an engineer or landscape architect and is in the hands of a bricklayer, as is all the constructional and so-called artistic work of the Commission. In short this driveway, as being carried out, is a fearful blunder.

RIDEAU CANAL PARKWAY.

Dealt with later on.

VICTORIA PARKWAY.

It is suggested that land be acquired for a parkway extending from the Experimental Farm through to the Ottawa River.

The Commission apparently intended to carry out some such scheme until a year ago, the scheme embracing the 'Bate,' 'Cunningham' and 'Riopelle' islands in the Ottawa river opposite this park and driveway with a connecting bridge, and had asked, in 1910 for a preliminary grant of \$90,000.00 towards carrying out this work which would cost in the neighbourhood of \$150,000. This work had been contemplated by them for some years. The reason for abandoning it was that it was pointed out that on the construction of the Georgian Bay Canal not only would the islands which they proposed to connect up be under 10 to 12 feet of water, but the bridge connecting them and also some $\frac{1}{2}$ mile of roadway would be beneath many feet of water. The report of the Georgian Bay Canal giving this full information had been published some three years before any action was taken, and the Commission should have been familiar with it.

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CHAUDIERE PARKWAY.

From the Chaudiere Park there should be a driveway via the Lemieux islands and through to the centre of the city.

Nothing done.

RIDEAU RIVER PARKWAY.

A parkway is recommended on both sides of the Rideau from Cummings bridge to near the Experimental Farm. Mr. Todd realizes the danger of flooding in the spring, but considers that this should not interfere with the construction of the driveway, and anticipates means being taken to prevent the flooding in the future. The necessity of acquiring this land at as early a date as possible, both for the sake of economy and for the necessity of preserving the natural beauty, is strongly urged by Mr. Todd.

Notwithstanding Mr. Todd's recommendations and the further recommendations of experts to whom the necessity of this appears to be quite obvious, and also the fact that this was again urged on the Commission last August, nothing has been done and large sections of lands are now in the hands of speculators and are being held for very much inflated values.

Since Mr. Todd's report was published a system of Rideau River improvements has been worked out which would lend itself admirably to a driveway system.

GATINEAU PARKWAY.

In the event of a forest reserve being made at Meach lake or Wright's bridge, it is suggested to reach it via, one of the Gatineau roads, but to do this a boulevard should be made through Hull.

Nothing has been done.

WATERWAY PARKS—BATHING.

The necessity of making provision for facilities for bathing is strongly emphasized, not only for pleasure but also as a matter of necessity.

Nothing has been done in this connection.

CITY PARKS AND SQUARES.

The advantage of maintaining small city parks and squares as breathing places for the people and for their use and recreation is strongly emphasized, and the danger of using them merely for the display of the gardener's art and his ability to design curious and fantastically shaped flower beds is pointed out.

The Commission does not appear to appreciate that the parks are for the people, and the 'keep off the grass' sign is too frequent, and the maintenance of these alleged beauty spots is out of proportion entirely to their value when used as gardens. For example Dundonald Park, Patterson's Creek Park with fantastic flower-beds and meaningless concrete ornaments.

PATTERSON'S CREEK PARK.

Patterson's Creek Park with its beautiful natural shores to the stream and with fine woods, is much appreciated by Mr. Todd, who strongly urges that this be saved for the public use at once, and its natural beauty saved.

This has been acquired by the Commission and everything that should not be done has been done to mar its natural beauty and call for the severest criticism. In fact it is a shining and typical example of the harm and irreparable damage and waste that can be done by the unskilled designer.

SMALL PARKS AND PLAYGROUNDS OWNED BY THE CITY.

Eight small parks and squares owned by the City are named.

Three have been taken over by the Improvement Commission and in the case of Strathcona Park and Somerset Street square (Dundonald Park) the results are even worse if possible than the Patterson's Creek Park or Nepean Point.

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THE FUTURE TREATMENT AND ADORNMENT OF PARKS, BOULEVARDS AND SQUARES.

Mr. Todd now takes up the question of the future treatment of these properties, and goes on to say:—

'The best results in park development are only obtainable when plans are adopted the design of which is the result of a thorough knowledge of the problem and a careful study of the present and future requirements of the people for whom they are intended.'

'It is therefore of the utmost importance that your Commission should have prepared as soon as possible a general outline plan for your park system, and also carefully studied plans for the suburban and city parks. In no other way can an extensive work, extending over a number of years be carried on without a waste of time and money and a sacrifice of that breadth and unity which should characterize a comprehensive scheme.'

'It is far from my intention to suppose that I have given your parks sufficient thought of study to enable me to prepare plans or even suggest the best method of treatment for each park, but I have, during my preliminary examination, made note of a few suggestions, and partially formulated certain general lines of development along which it seems desirable that your Commission should proceed, in order that your park system may be developed in an economical and artistic manner, and still preserve the natural character of the different parks.'

'Real landscape art is nothing if it is not conservative of natural beauty, and does not consist alone in building rustic bridges, or in arranging plants or trees,—there is a woeful tendency to reduce all the landscape in our parks to one level.—We allow all sorts of monstrosities of buildings, of grading and of planting to creep into our parks.'

In regard to the foregoing no comprehensive plan or plans have been prepared, or no real study given to the scheme; foolish and wasteful rustic bridges and monstrosities of buildings have been erected and the grading and planting in general is as bad as it can be.

ROCKCLIFFE PARK AND IT PROPOSED EXTENSION.

Mr. Todd recommends leaving Rockcliffe Park exactly as it is instead of proceeding to develop it in a careless and haphazard manner, and fears the possibility of its beauties all being 'improved' out of existence. He proceeds to say that Rockcliffe needs little to make it a perfect park.

The land owned by the Ottawa Electric Railway in the park is spoken of as a blot on the surroundings and it is recommended that the buildings be screened with trees or if possible removed.

The present entrance to the park is described as 'poor as one can well imagine' and without shape and dignity, and the most conspicuous object at the entrance is the barn which somewhat balances the hideous barn already referred to.

In regard to the drives the original drives are described as being well laid out, but those at that time most recently built are said to be, both in regard to line and grade, examples of what should not be done rather than of good park roads well located.

Unfortunately much 'improving' has been done which can never be cured, but in this case not to the extent of the work done in other directions.

Nothing has been done to overcome these unsightly buildings and the eight years have been allowed to pass without tree planting, which if it had been carried out at the time, would now have made an effective screen.

There is no marked entrance and the barn still stands.

Since making this report further examples of what should not be done in the way of road making have been carried out.

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The value of vistas being judiciously opened is pointed out to prevent the drive from being monotonous. The method of doing this is carefully described.

In connection with Rockcliffe Park extension, which requires tree planting, these are suggested to be placed in groups or single specimens, but straight rows of trees along the side of the road should be carefully avoided.

Several vistas have been cut, but have been done in the way which Mr. Todd says they should not be done.

The tree planting in this extension has been carried out with straight rows of trees.

CHAUDIERE PARK.

A suggestion for the laying out and planting of this park is made, rather in contrast to the scheme suggested for Rockcliffe.

As this park has never been acquired nothing has been done.

RIDEAU CANAL PARKWAY.

In connection with this parkway which had then just been laid out, Mr. Todd criticises the lay-out of roads which have been a source of irritation to one who has studied the subject. He suggests that the very well known rule of screening with trees the curves in these roads where they occur, as there should be some reason for the curve, and speaks of the road apparently wiggling on ahead like a gigantic serpent.

The system of building 'wiggling' unscreened roads has been rigidly adhered to.

In regard to planting, a recommendation is made to change the system of planting as the system adopted on this drive lacks interest and he again points out the necessity of planting trees and shrubs in masses and leaving broad surfaces of grass.

The original meaningless planting has been carried out with the result that the cost of maintenance has been unnecessarily increased and this driveway has a most monotonous appearance.

The formal terraces about the pines at Brown's Inlet it is recommended to make more natural and more in harmony with the drive and surrounding features. He points out the necessity of taking contours at 1 ft. elevation and making a careful grading plan, and emphasizes the necessity of screening one drive from another when they are in close proximity.

The terraces at Brown's Inlet remain as they were, except that the rustic work has nearly rotted away. No grading plan has ever been made of this or any other park and in most cases one drive is distinctly visible from the other.

CLEMOW BOULEVARD.

On this boulevard which had been taken by the Commission, it was recommended that it be connected through to Patterson's Creek and also to the St. Louis Dam.

No connection yet made with the St. Louis Dam.

PATTERSON'S CREEK PARK.

For this park, which has already been referred to as having much natural beauty which should determine to a certain extent its future treatment, the use of shrubs and trees rather than plants or flowers is recommended.

Is now laid out with wiggling walks, concrete margins to lagoons, fantastic flower beds and rustic pagodas.

STRATHCONA PARK.

This is spoken of as being one of the most valuable of the small city parks, and it is recommended that careful surveys be made before expensive piece-meal work be done.

This park was carried out without any careful study and with the results that it was expensive to construct, is expensive to maintain, is meaningless and unsatisfactory in layout and is vulgar in detail.

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ANGLESEA SQUARE.

Recommendations are made in regard to the laying out of this square. Nothing done.

SOMERSET STREET SQUARE (Dundonald Park).

This is spoken of as being a difficult problem with great possibilities and having more than ordinary interest, and for which a scheme cannot be suggested until accurate surveys have been prepared. This park has been laid out in a meaningless manner and among other alleged ornaments are artificial flowers beds made of concrete and coloured stones.

GLADSTONE AVENUE SQUARE.

It is suggested that this be made into a public playground with small ornamental park. Nothing done.

PRESTON STREET SQUARE.

Similar suggestion is made here. Nothing done.

CONCLUSION.

Mr. Todd says: 'In conclusion it is my duty to impress on your Commission the fact that in a scheme of this nature, where the work must extend over a number of years, it is absolutely necessary that the improvements should be carried out in a thoroughly systematic manner *and in strict accordance with a pre-conceived plan*, which once approved must on no account be subject to alteration to meet the *wishes or whims of self-interested parties*.'

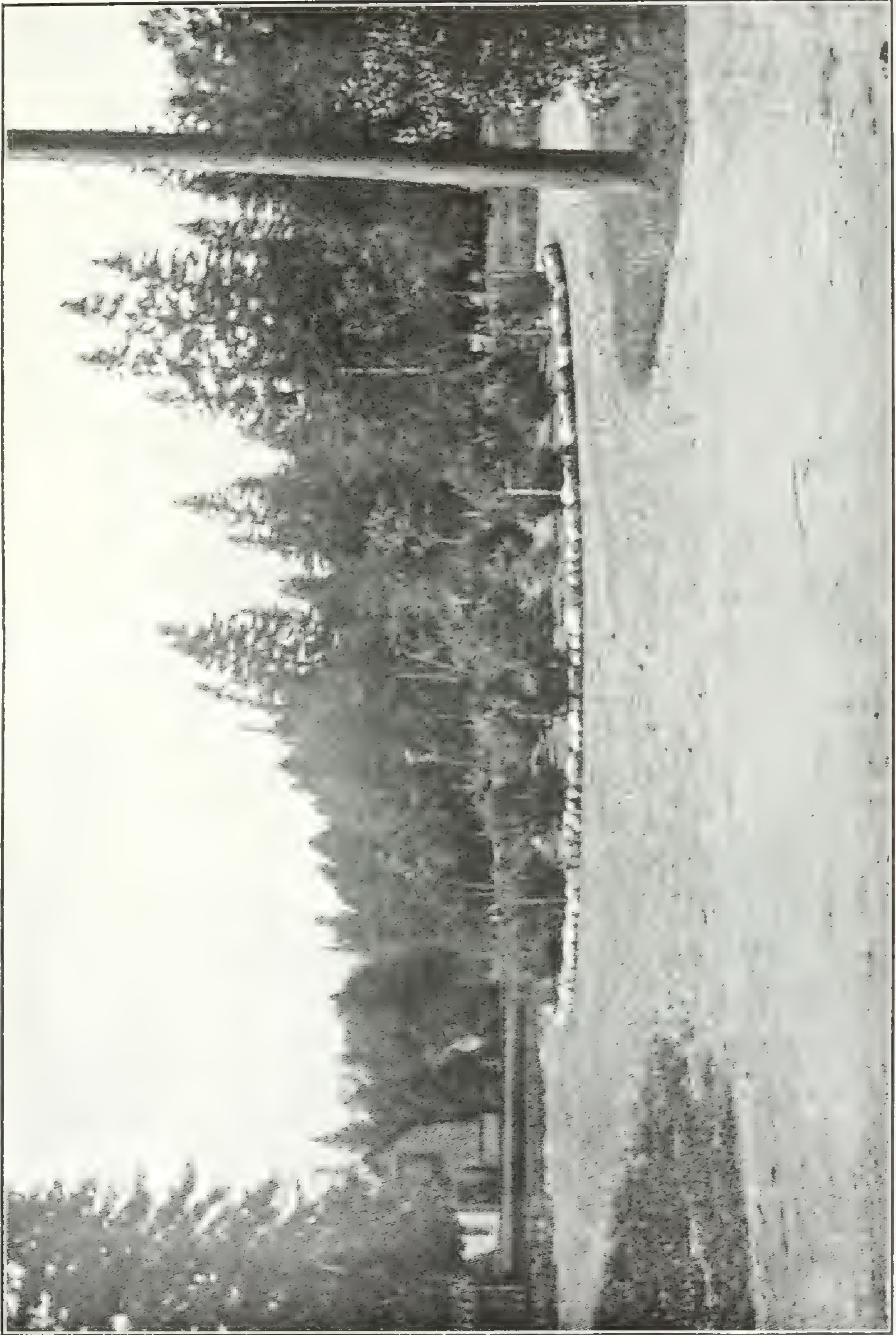
'I cannot well conceive of anything more disastrous to such a scheme than that when once it has been sanctioned and partially carried out the general idea should be liable to alteration, and the general effect of the whole thereby destroyed.'



Rideau River.



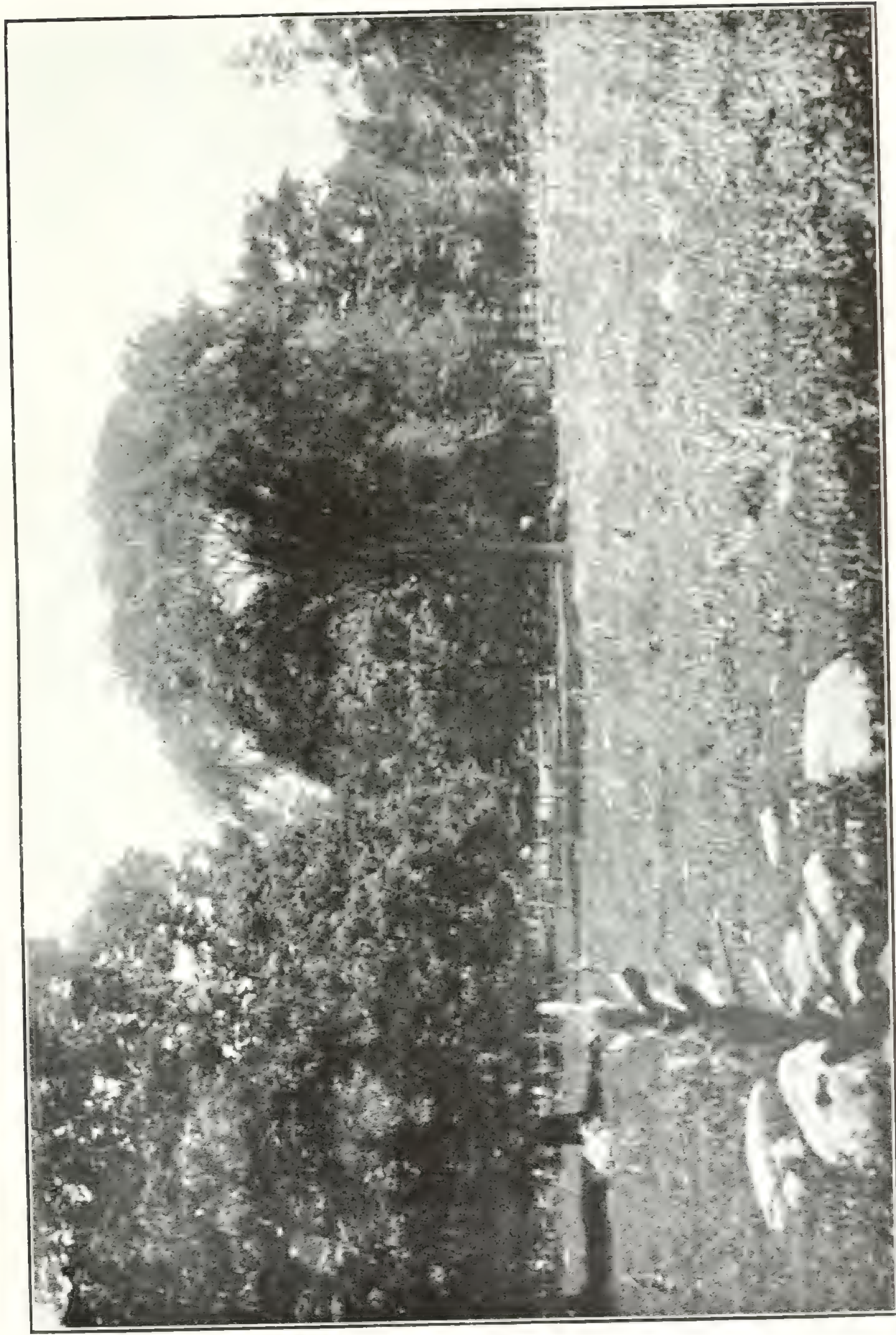
Rideau River.



Entrance to Rockcliffe Park.



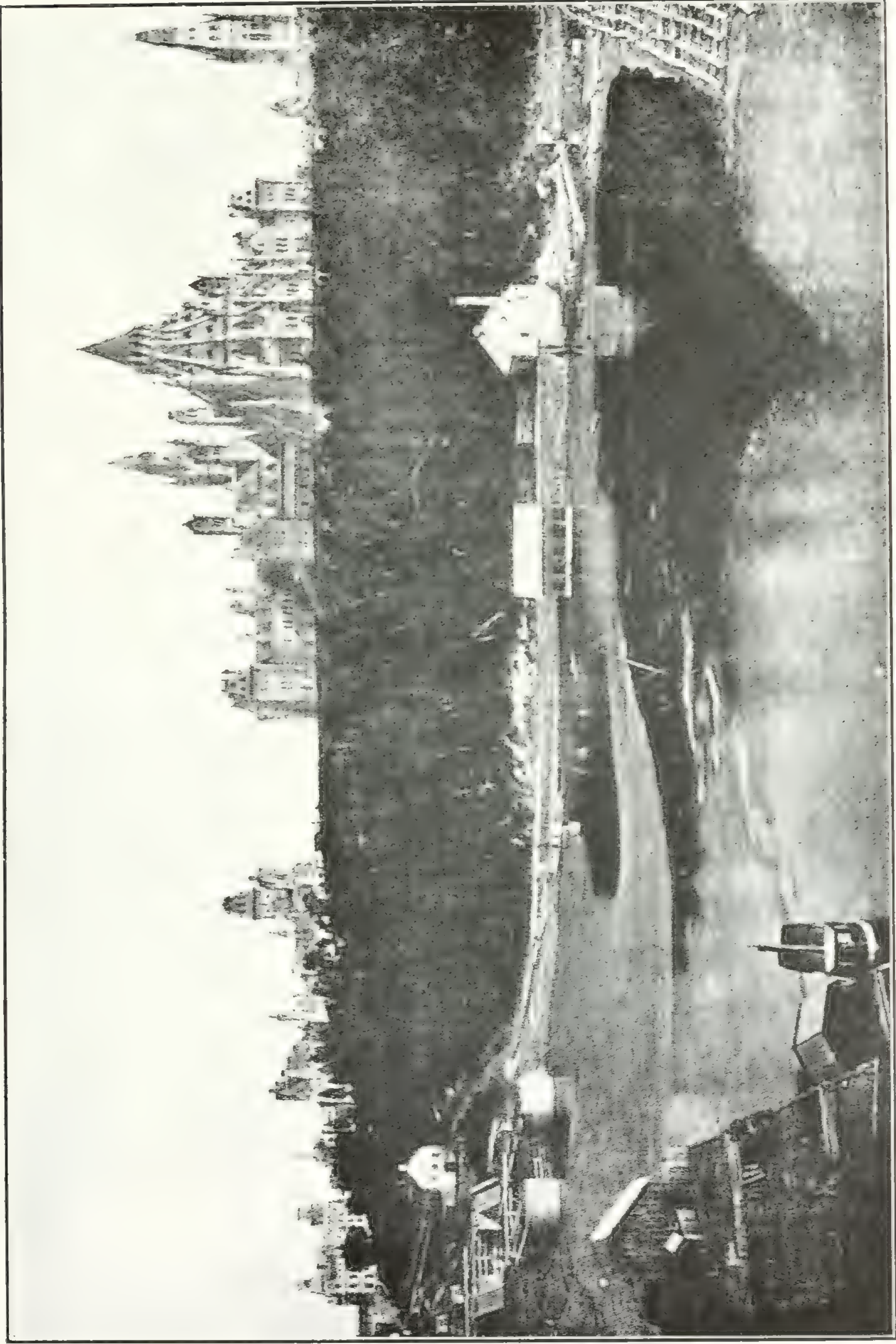
Drive in Rockcliffe Park.



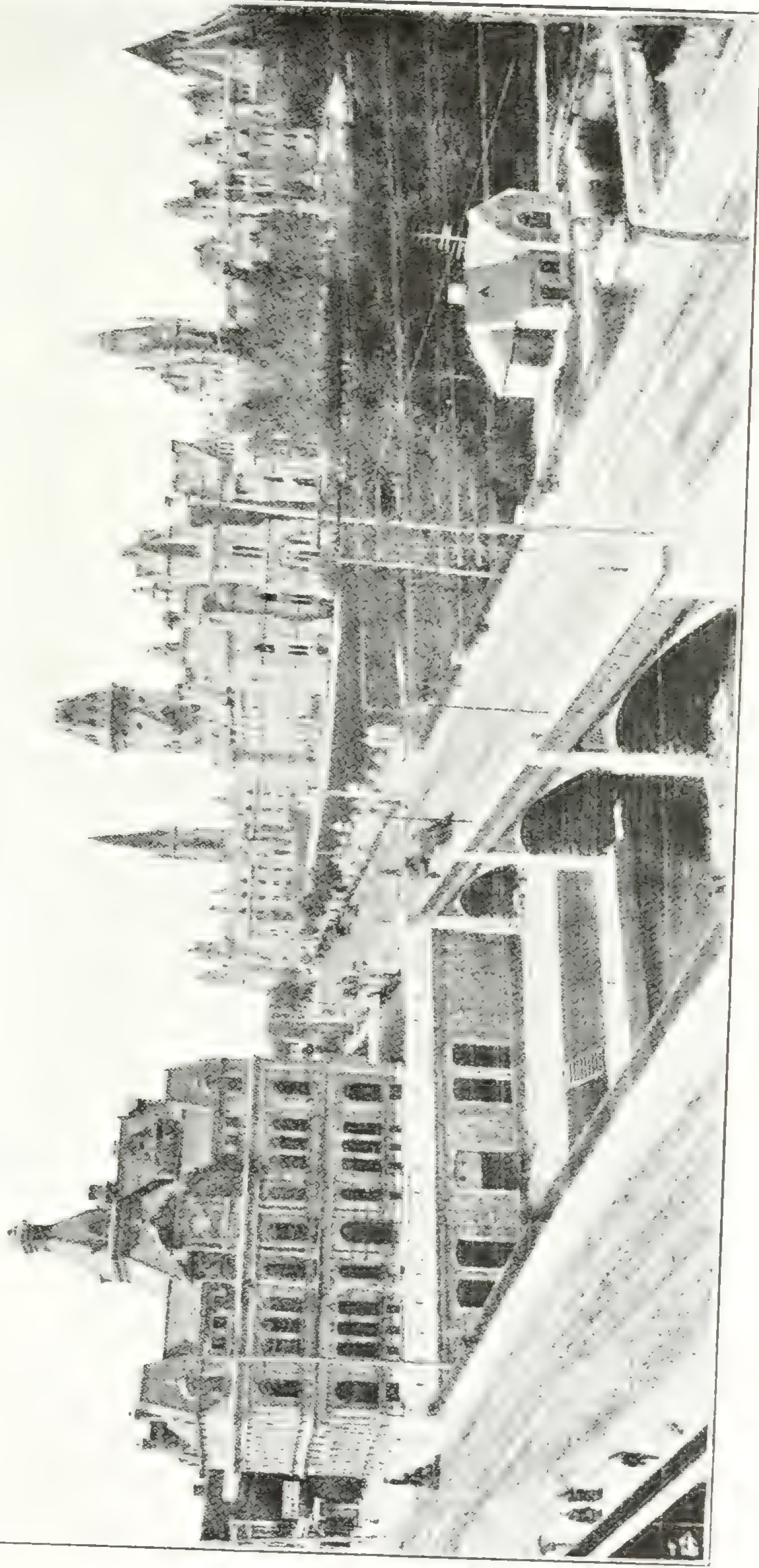
View in proposed extension to Rockcliffe Park.



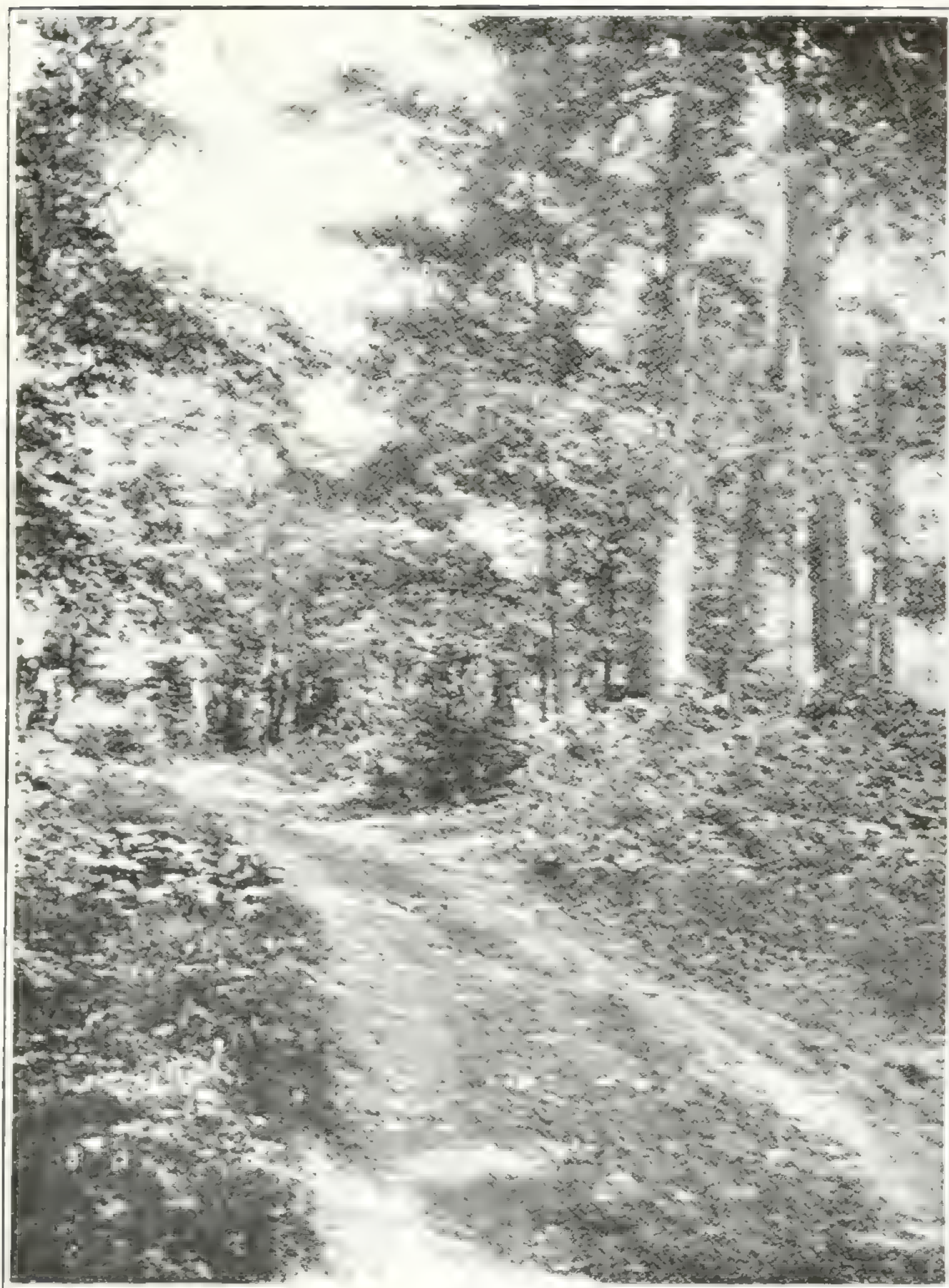
Woods in proposed Hull Park.



Parliament buildings from Nepean Point.



Parliament Buildings from proposed circle.



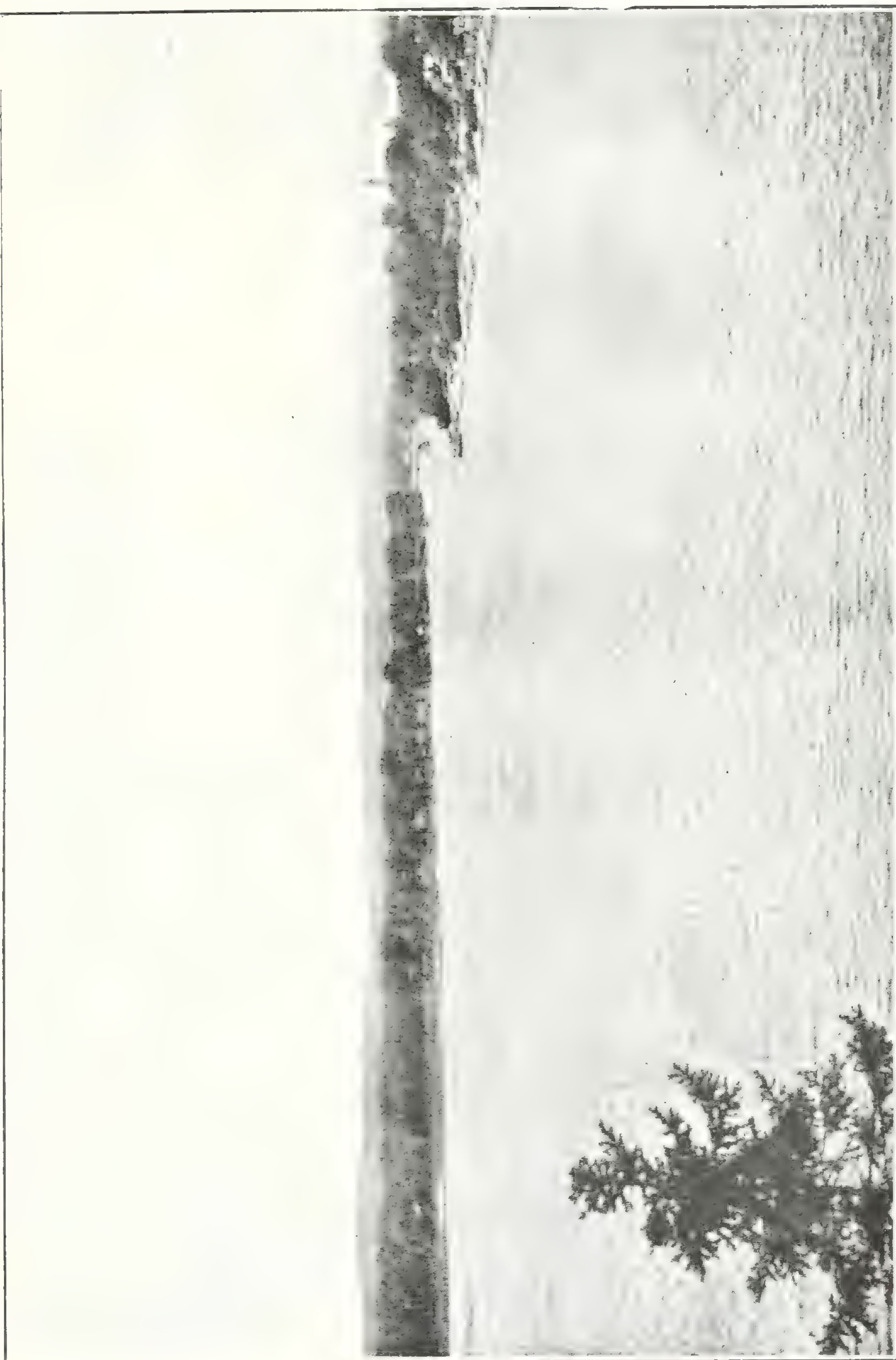
View in proposed extension to Rockcliffe Park.



Proposed Patterson Creek Park.



Patterson Creek.



View from Rockcliffe Park.



Possible view from Rockcliffe Park Drive.



Typical fringe of trees concealing view from Rockcliffe Park Drive.

SUPPLEMENTARY.

Since the date of Mr. Todd's Report, the various driveways and parks under the control of the Ottawa Improvement Commission have been extended and enlarged by new additions, or further developments.

The following views have been taken from these later developments, which were designed by Mr. Stuart, Superintendent of Works, and executed under his supervision.



Rideau Canal Driveway, Western end.



Rideau Canal Driveway, Western end.



Rideau Canal Driveway. Western end.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway, Western end.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway, Eastern end.



Rideau Canal Driveway, Western end.



Rideau Canal Driveway.



Rideau Canal Driveway, Western end.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rideau Canal Driveway.



Rockcliffe Park.



Brown's Inlet, Rideau Canal Driveway.



Brown's Inlet Rideau Canal Driveway.



Patterson's Creek, Rideau Canal.



Patterson's Creek, Rideau Canal.



Patterson's Creek, Rideau Canal.



Patterson's Creek, Rideau Canal.



Patterson's Creek, Rideau Canal.



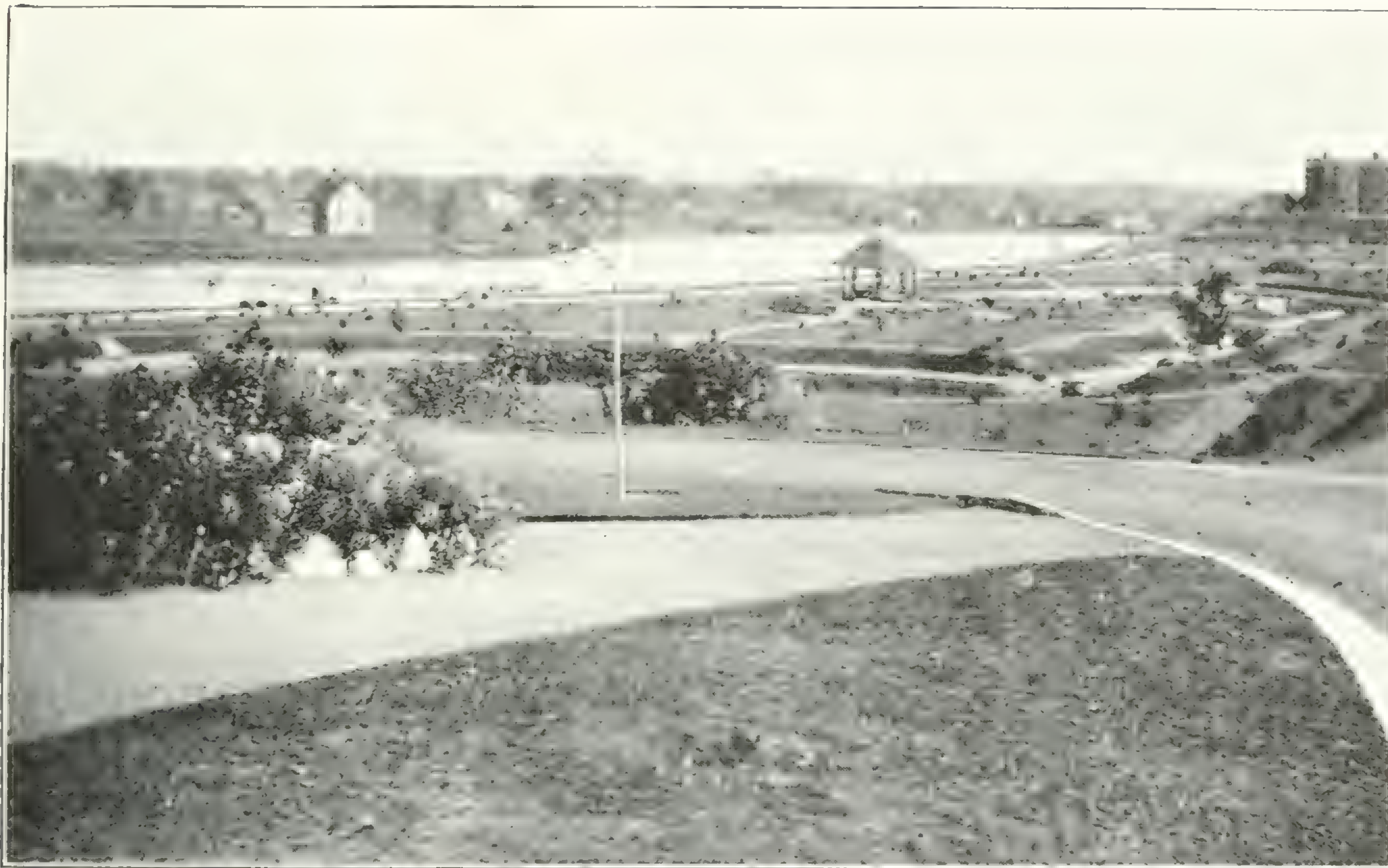
Patterson's Creek, Rideau Canal.



Patterson's Creek, Rideau Canal.



Fountain Stratheona Park.



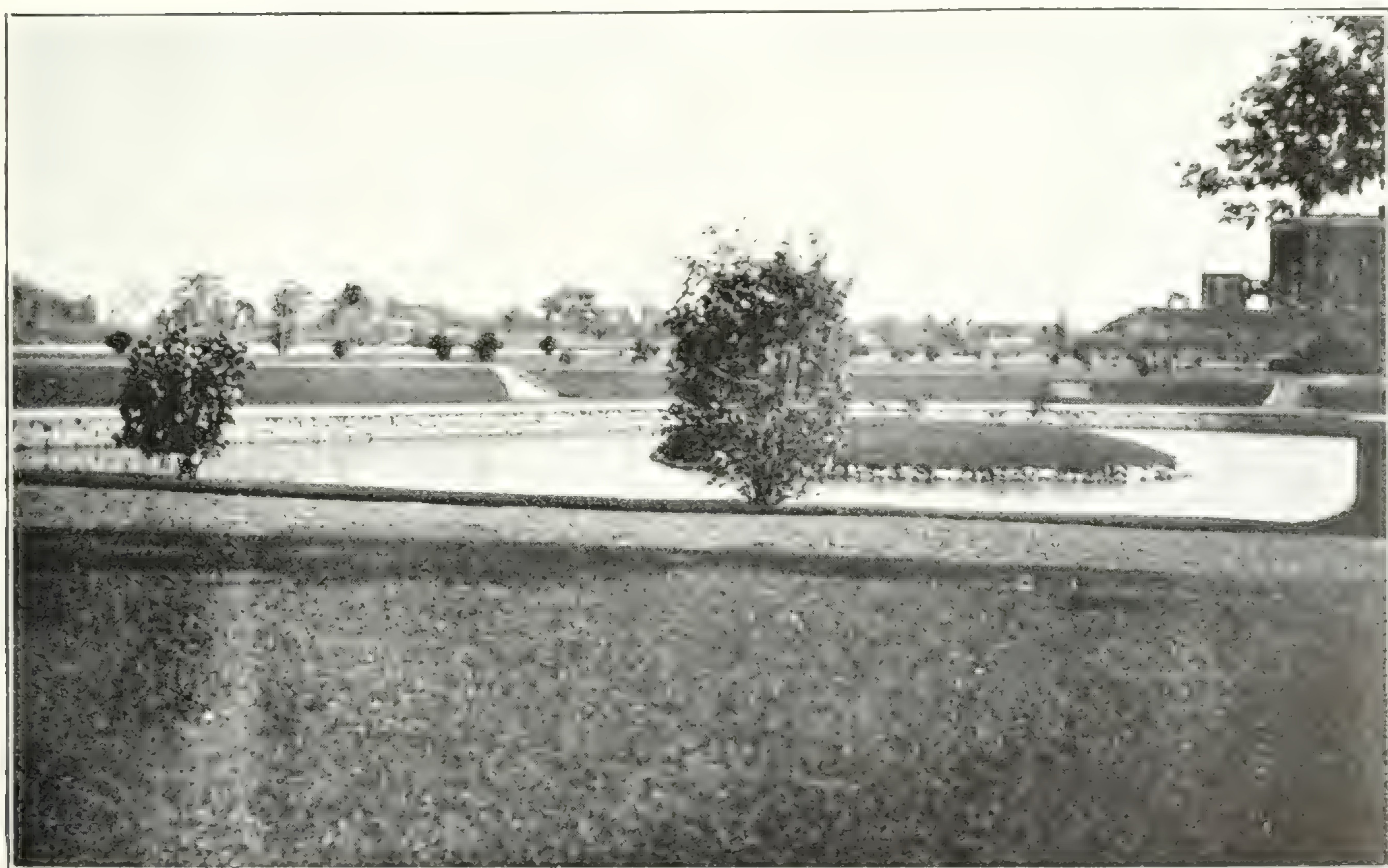
Stratheona Park.



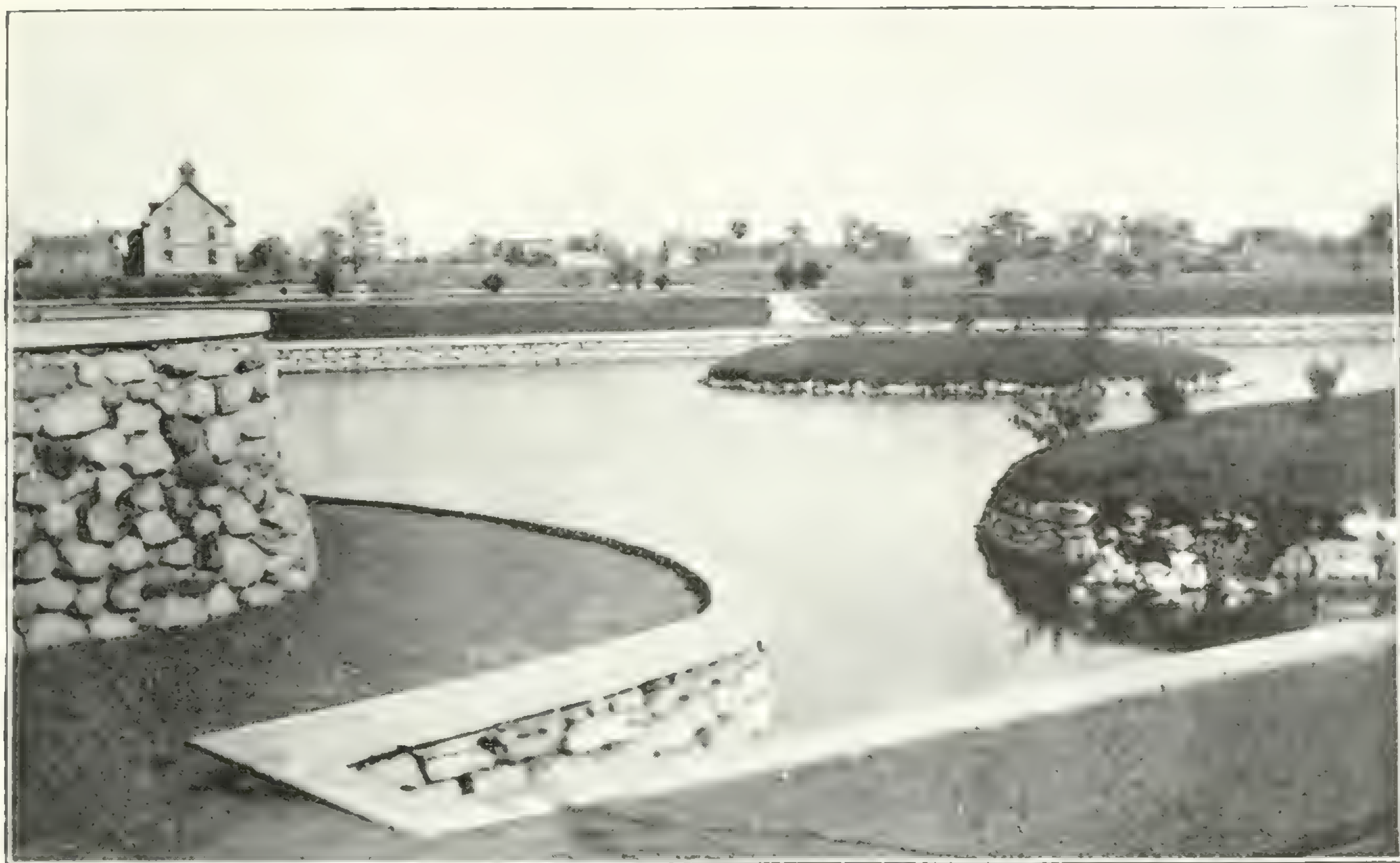
Boulder Bridge, Stratheona Park.



Stratheona Park.



Stratheona Park.



Strathcona Park.



Strathcona Park.



Summer House, Nepean Point Park.



Fountain, Nepean Point Park.



Look out, Nepean Point Park.



Nepean Point Park.



Nepean Point Park.



Nepean Point Park.



Parliament Buildings from Nepean Point Park.



Rockcliffe Park, Parliament Buildings in distance.



Look out, Rockcliffe Park.



Rockcliffe Park.



Rockcliffe Park.



Rockcliffe Park.



Rockcliffe Park, over looking river.



Gatineau Point from Rockcliffe Park.



Rockcliffe Park.



Rockcliffe Park, Natural Scenery.



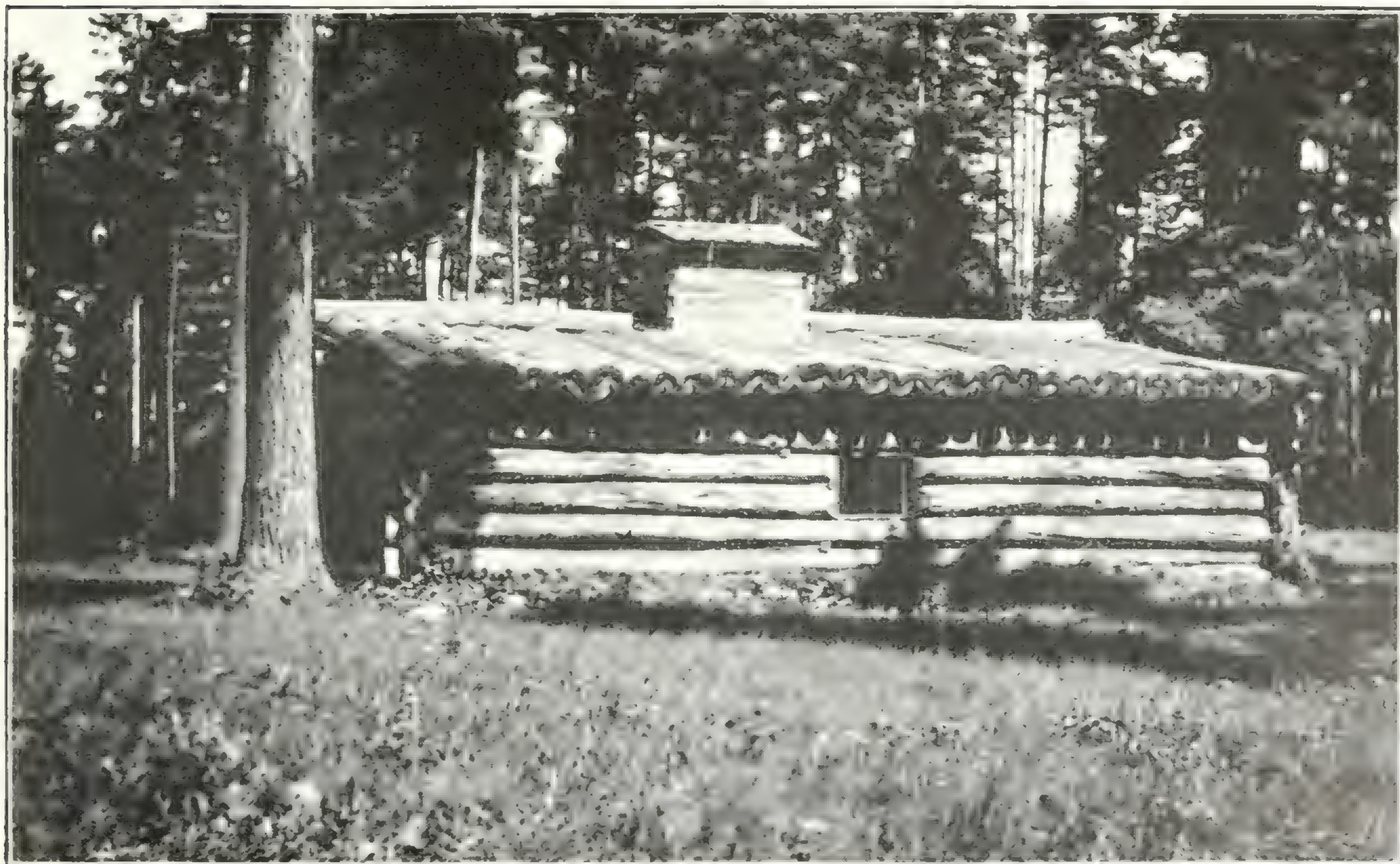
Pines, Rockcliffe Park.



Entrance to Rockcliffe Park.



Rockcliffe Park.



Royal Shanty, Rockcliffe Park.



Rockcliffe Park.



Rockcliffe Park.



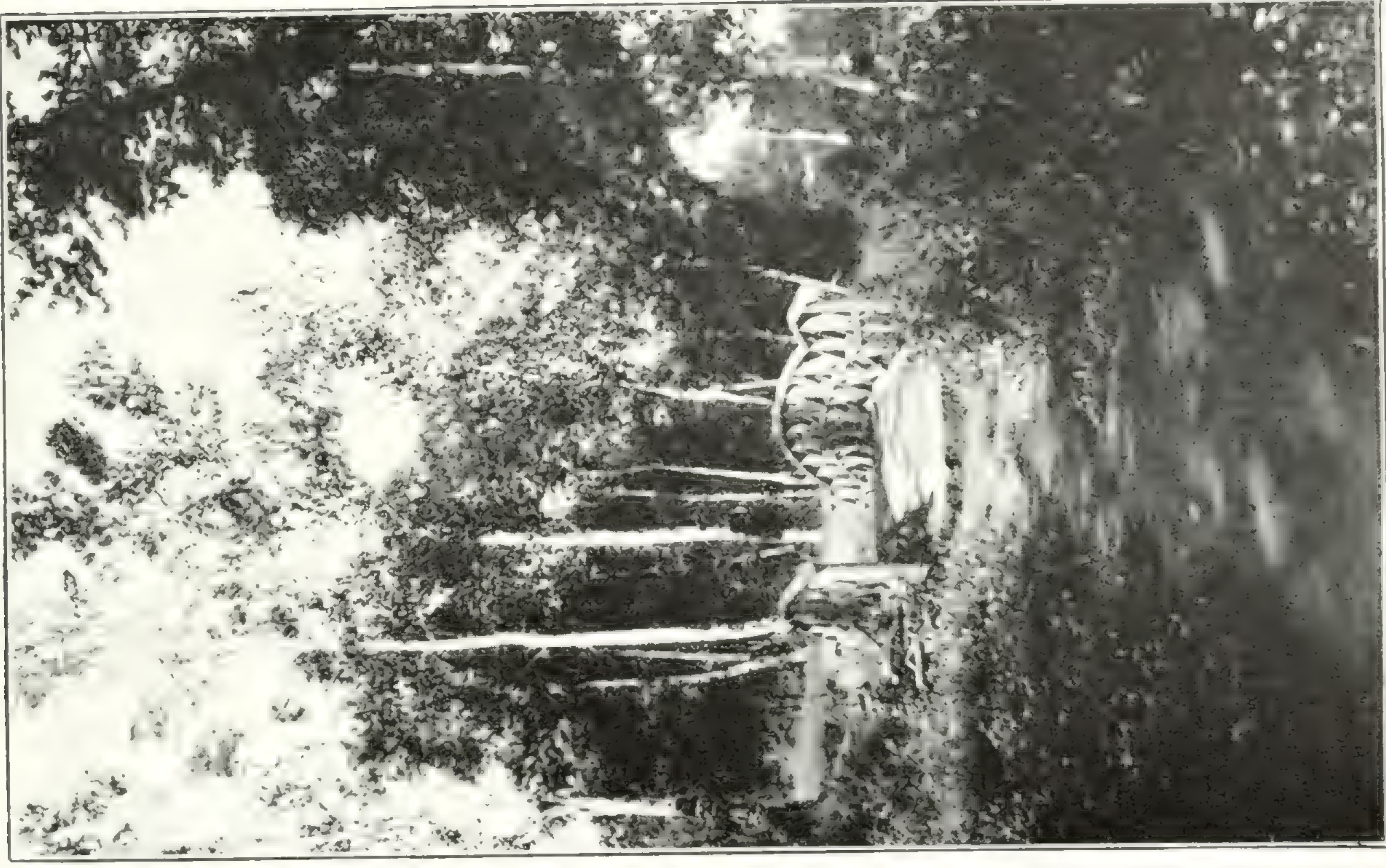
Play ground, Rockcliffe Park.



Entrance to Lady Grey Road (under construction).



National Park, near Rockcliffe,



Lover's Walk, National Park,



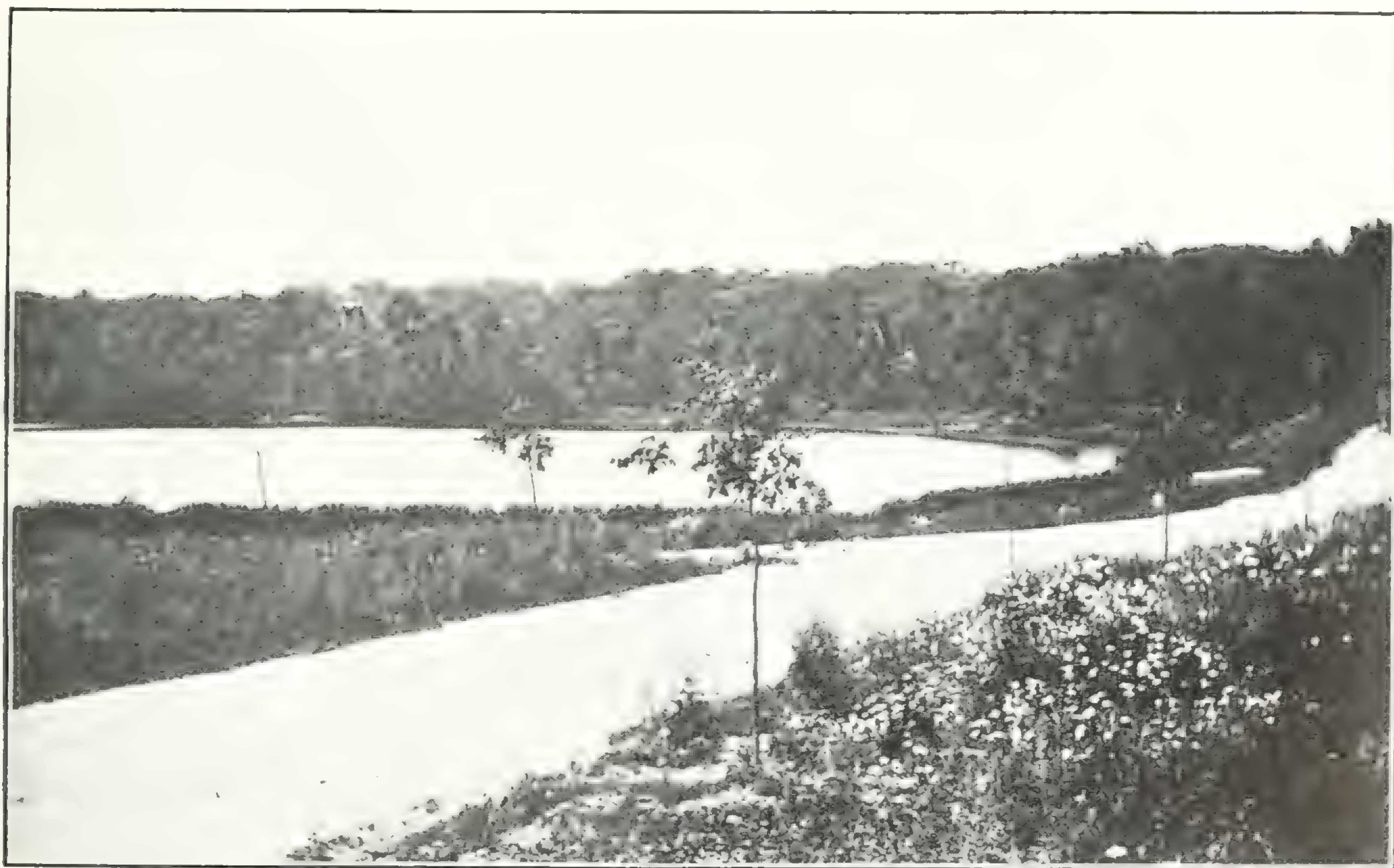
National Park.



Entrance to National Park.



McKay's Lake National Park No. 1.



McKay's Lake National Park No. 2.



National Park.



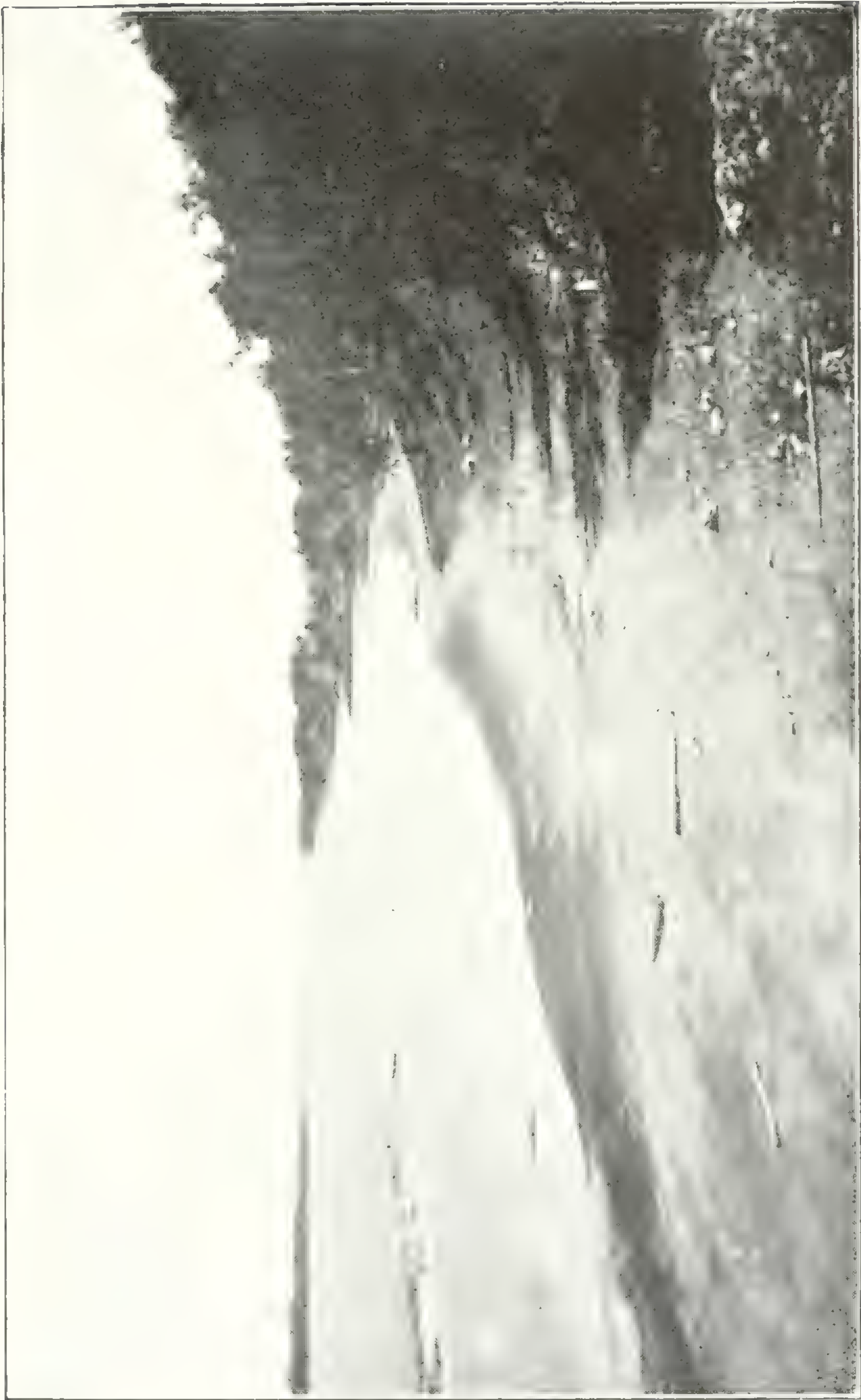
Rustic Bridge, National Park.



National Park, near Rockcliffe.



National Park, near Rockcliffe.



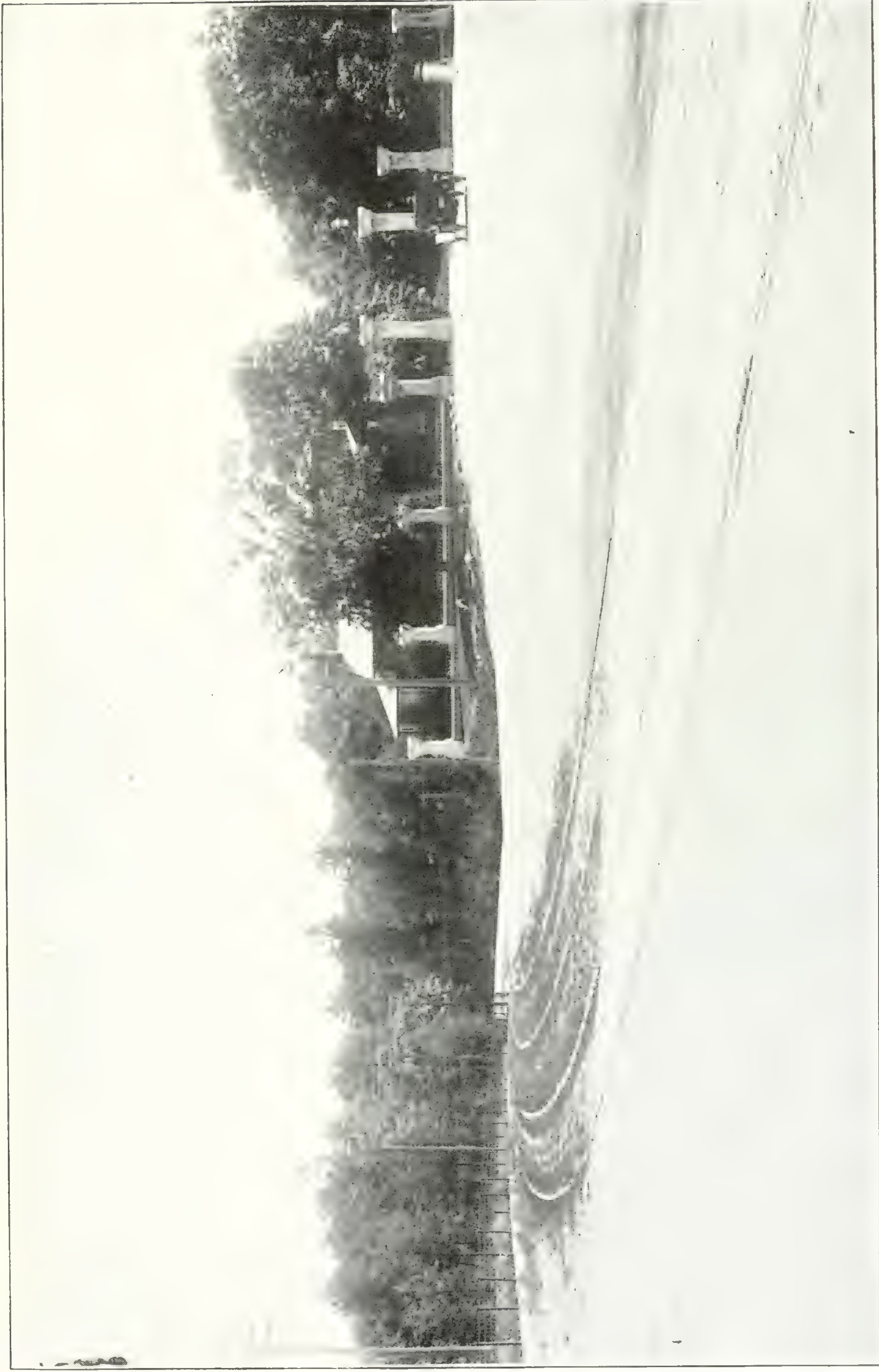
River front National Park.



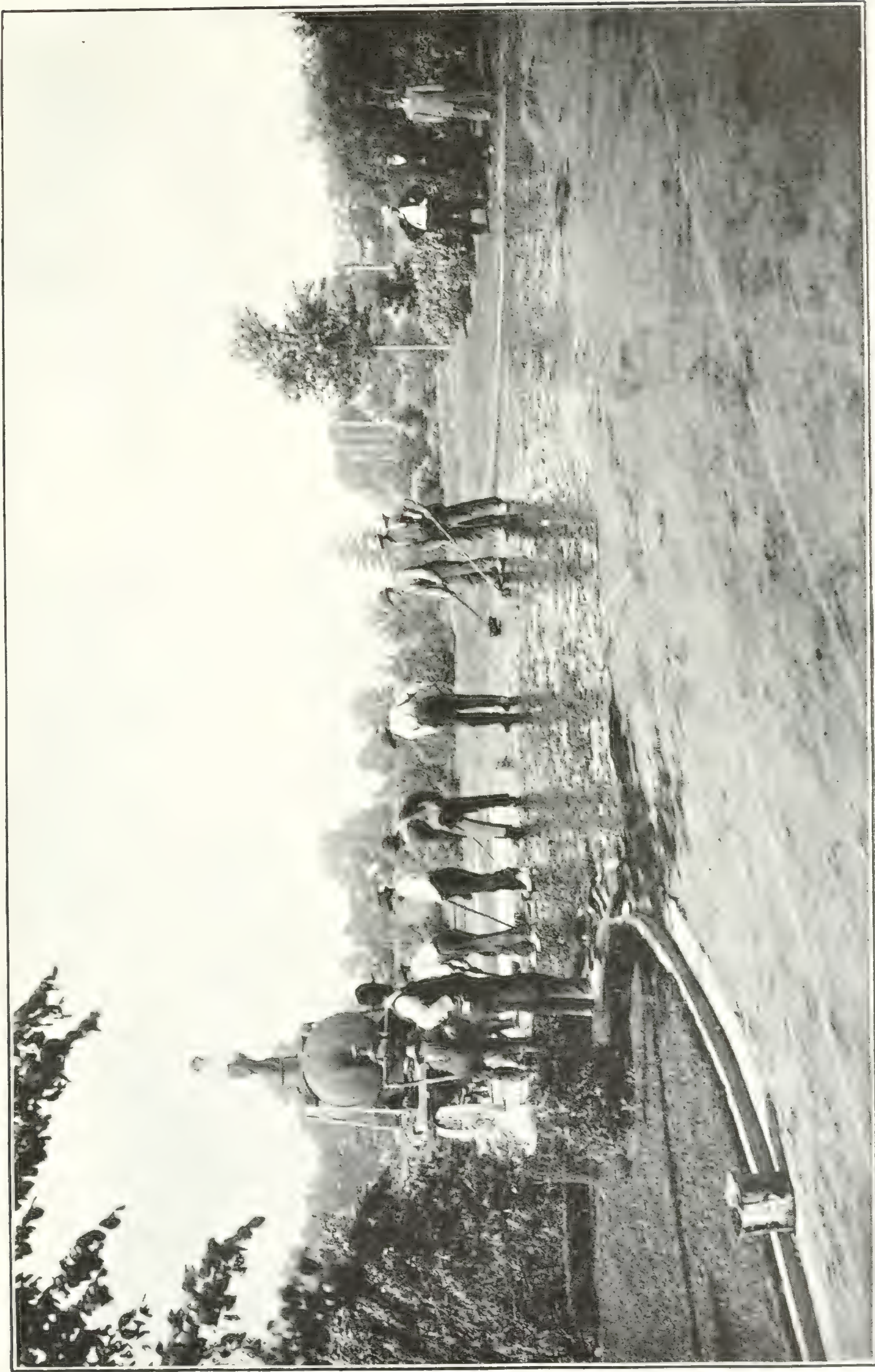
National Park.



Winding drive to National Park.



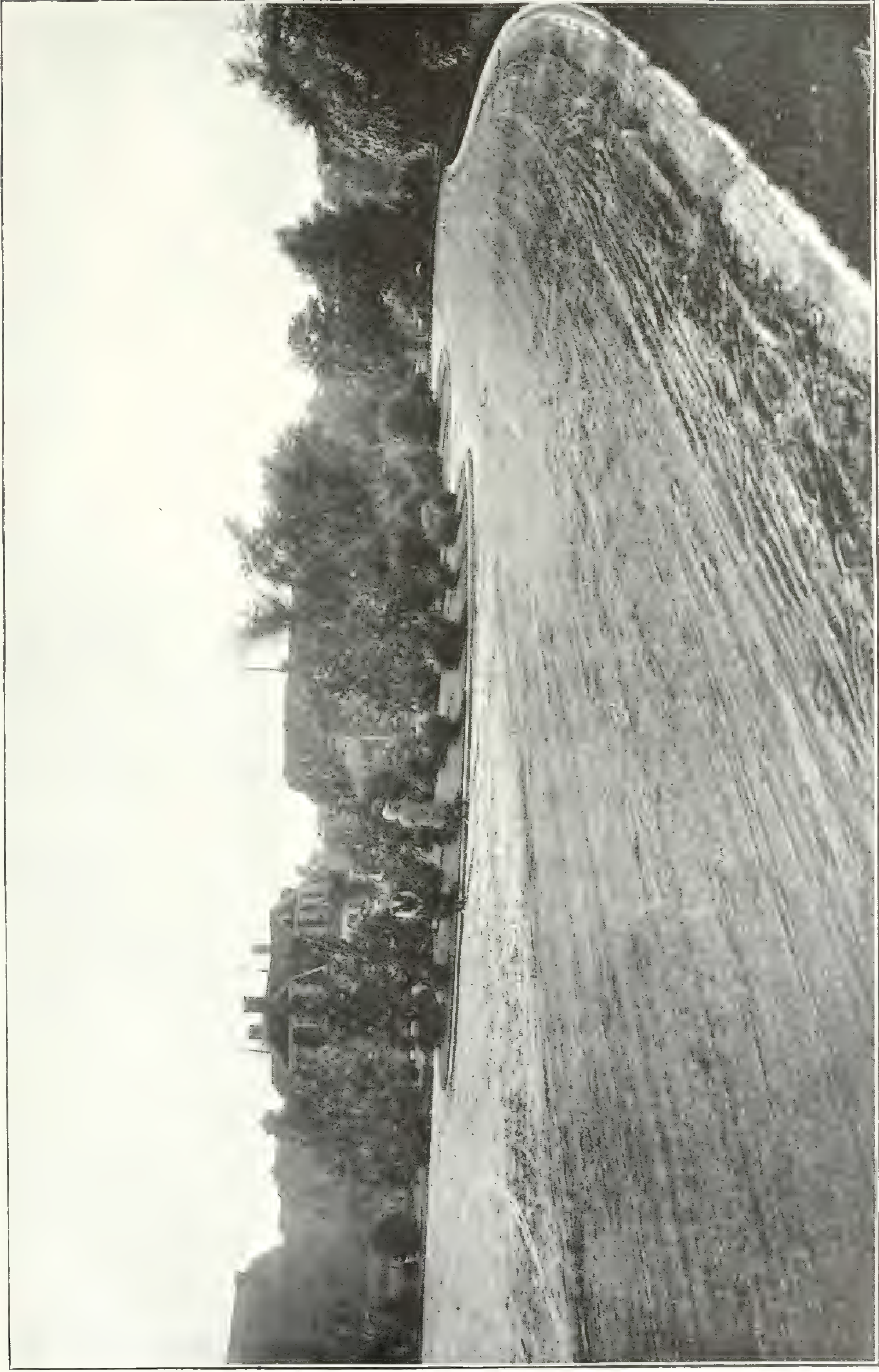
Entrance to Rideau Hall.



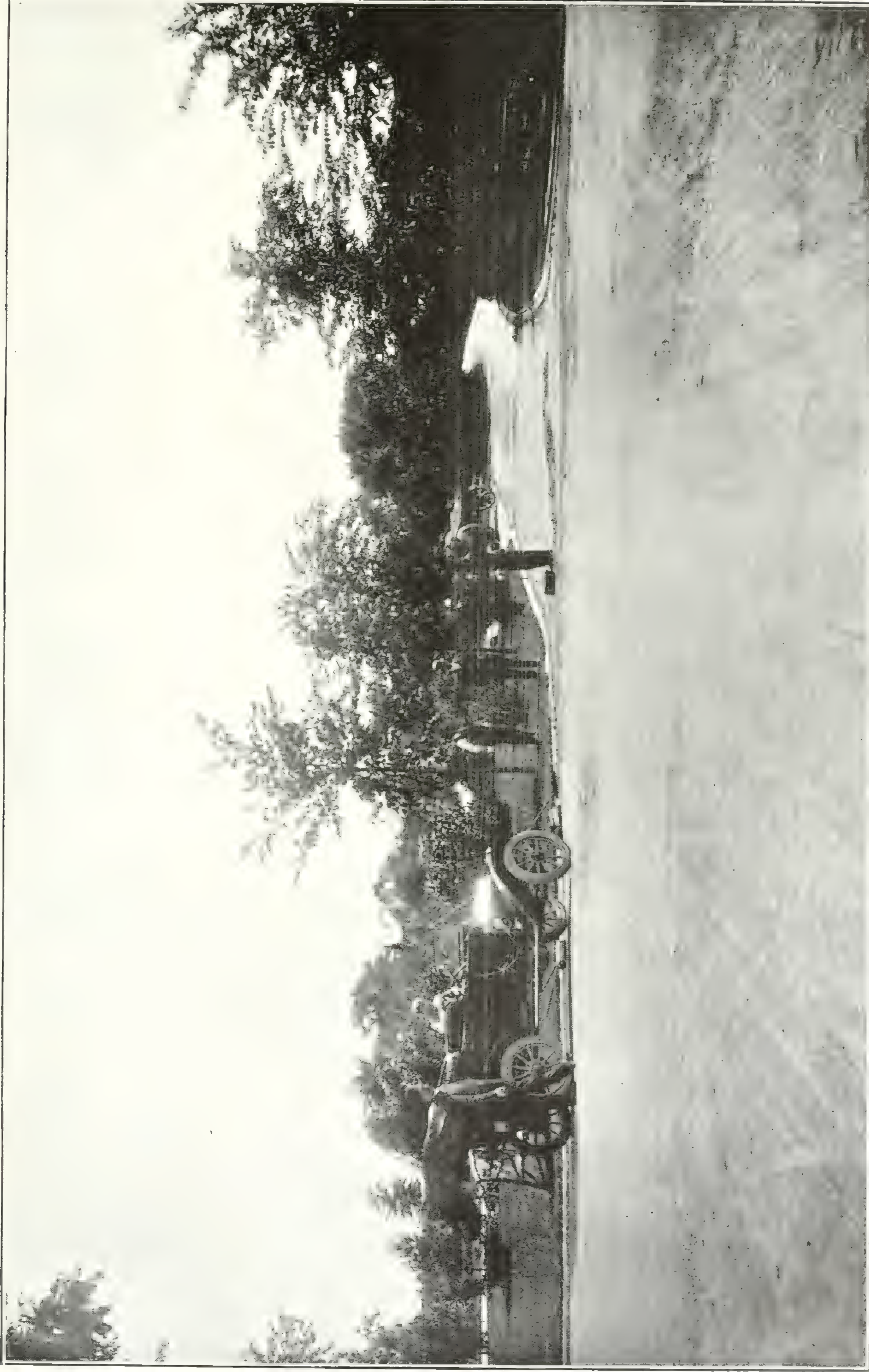
Laying Tarvia on Driveway.



Rideau Canal Driveway.



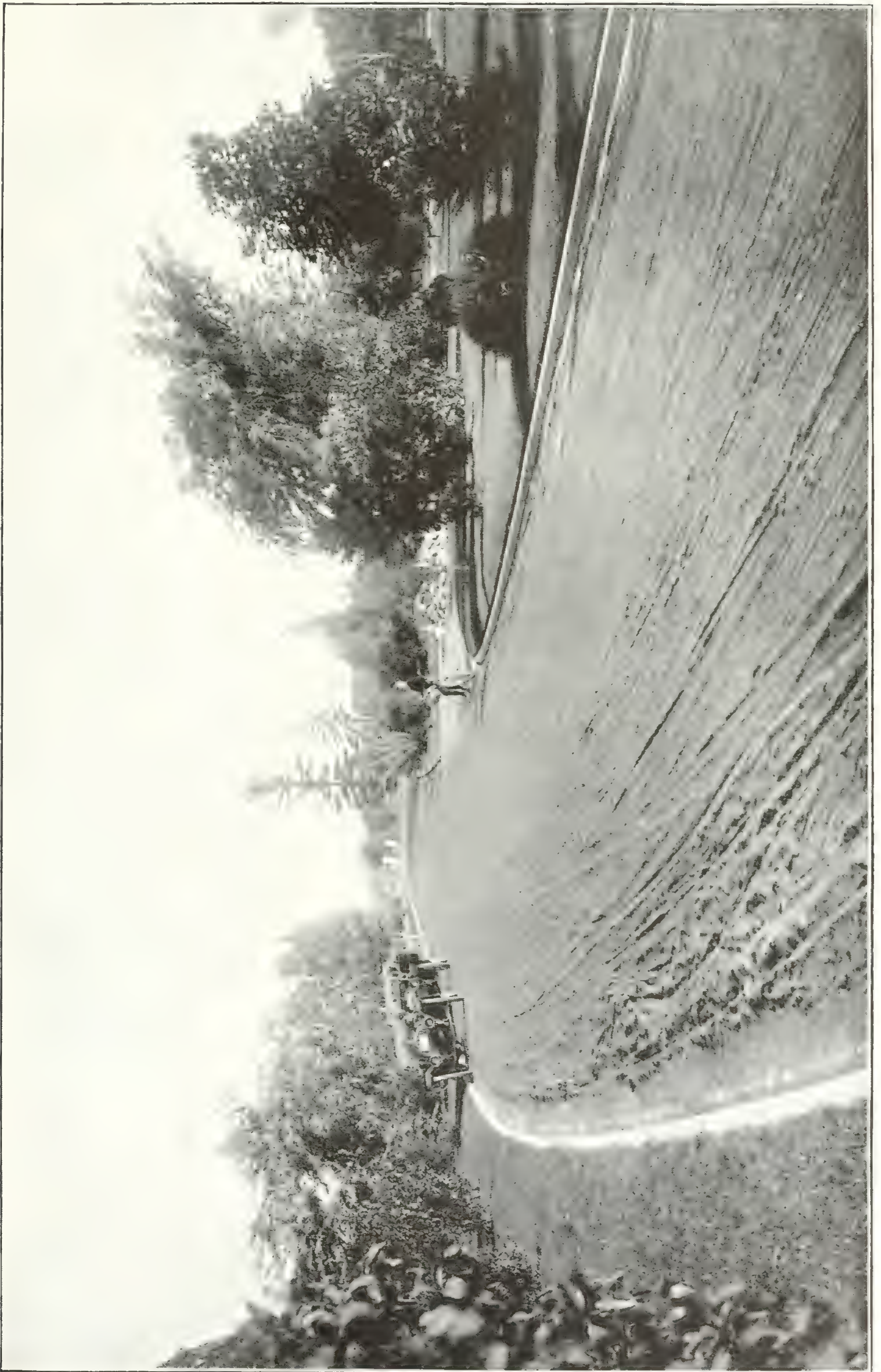
Rideau Canal Driveway.



Rideau Canal Driveway.



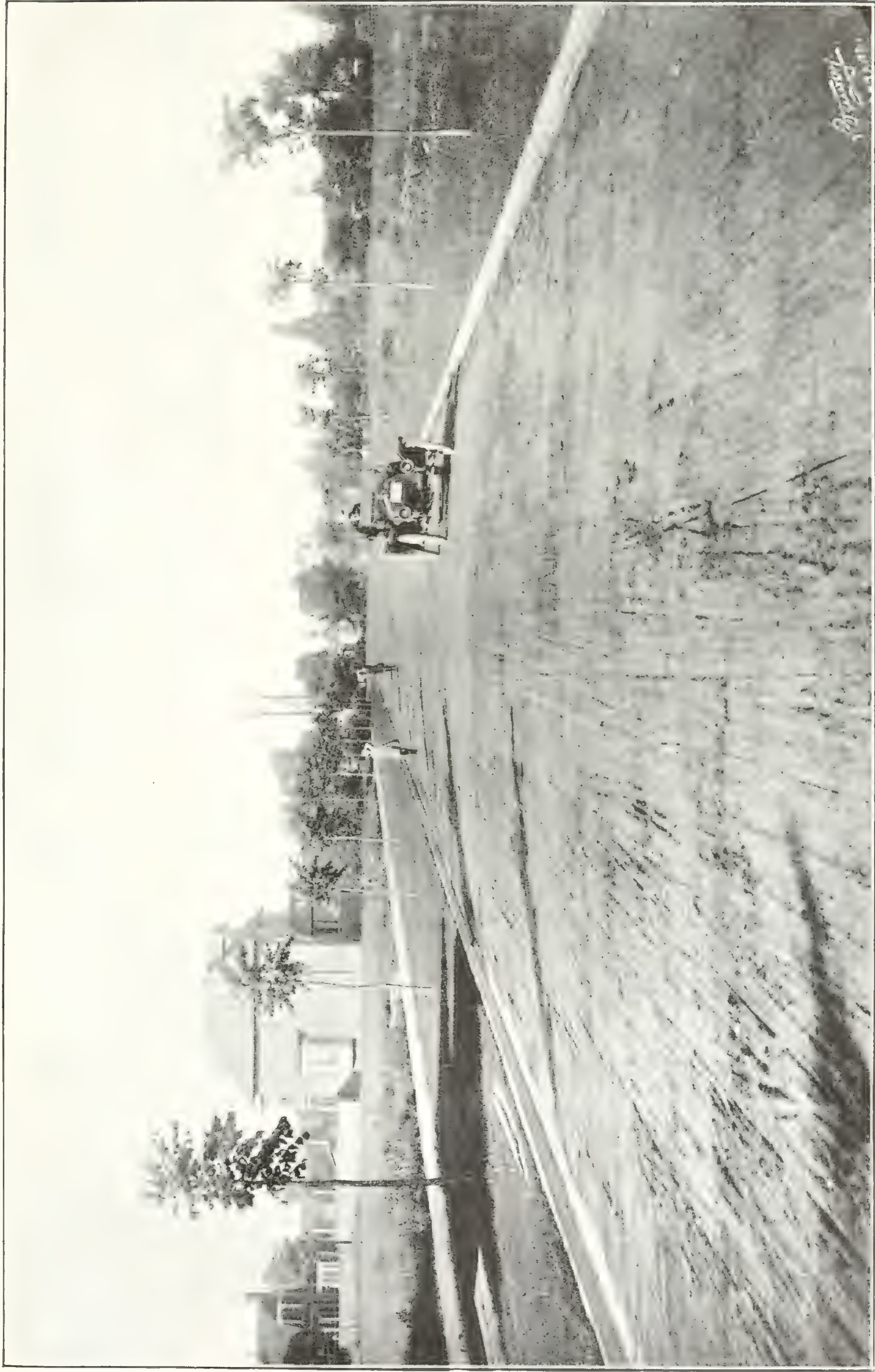
Rideau Canal Driveway.



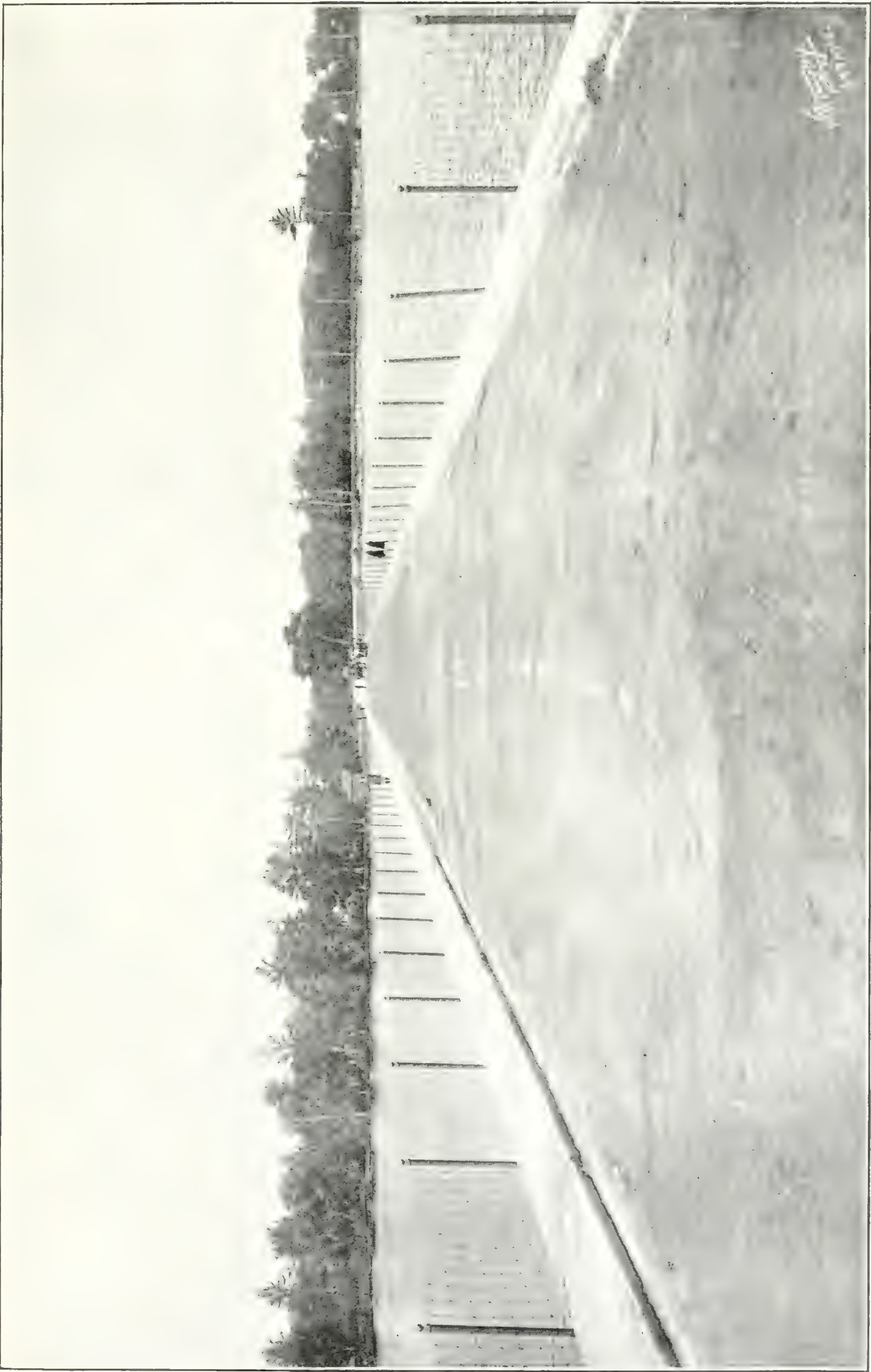
Patterson's Creek.



Rideau Canal Driveway at Bronson Avenue.



Monkland Avenue.



Causeway across Dow's Lake, No. 1.



Causeway across Dow's Lake, No. 2.



View of the Harbor



THE TOWN OF NEWCASTLE

